

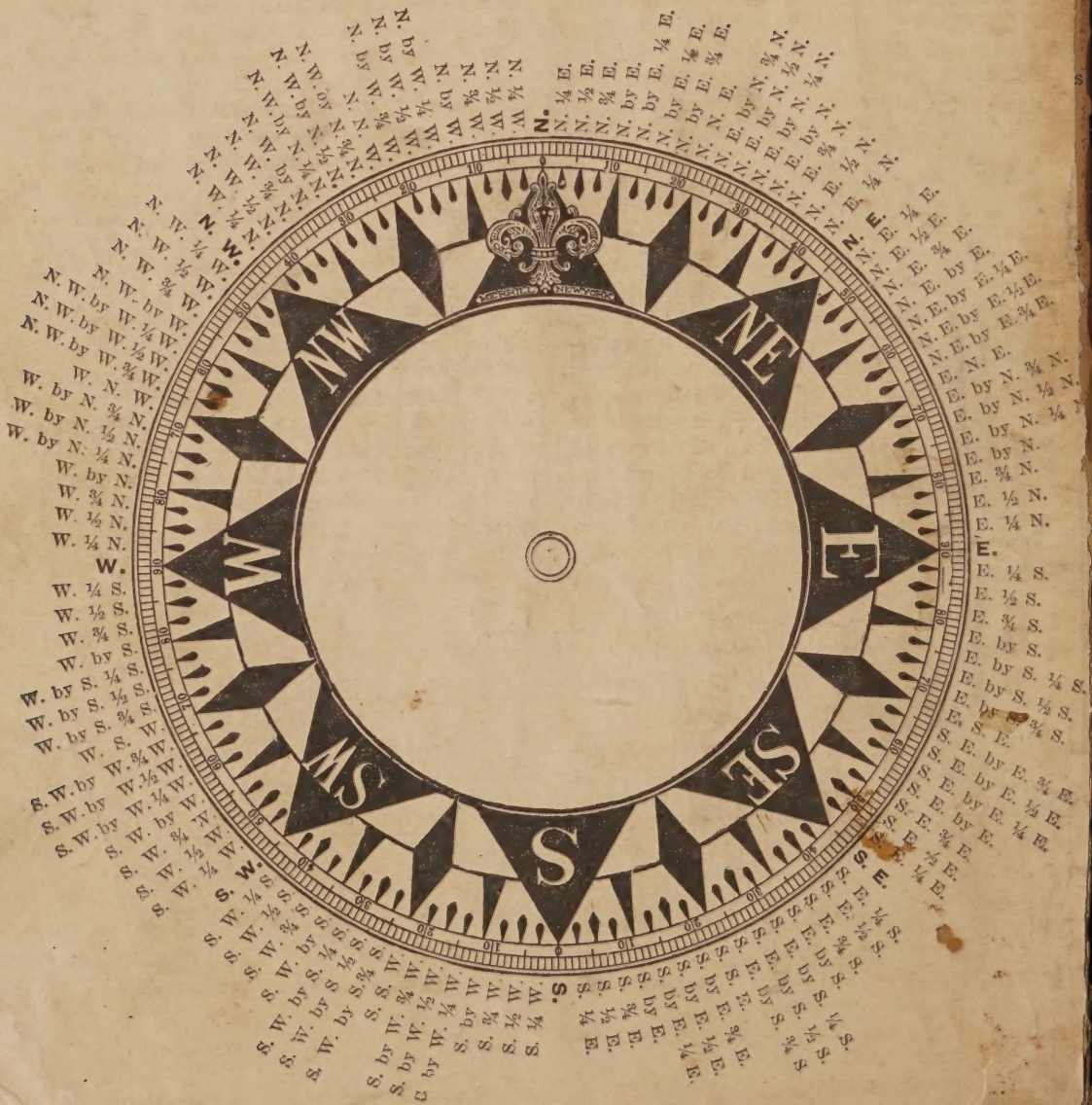
TABLE OF DAYS BETWEEN TWO DATES.
A TABLE OF THE NUMBER OF DAYS BETWEEN ANY TWO DAYS WITHIN TWO YEARS.

Day Mo.	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Dec.	Day Mo.	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Dec.
1	1	32	60	91	121	152	182	213	244	274	305	335	1	366	397	425	456	486	517	547	578	609	639	670	700
2	2	33	61	92	122	153	183	214	245	275	306	336	2	367	398	426	457	487	518	548	579	610	640	671	701
3	3	34	62	93	123	154	184	215	246	276	307	337	3	368	399	427	458	488	519	549	580	611	641	672	702
4	4	35	63	94	124	155	185	216	247	277	308	338	4	369	400	428	459	489	520	550	581	612	642	673	703
5	5	36	64	95	125	156	186	217	248	278	309	339	5	370	401	429	460	490	521	551	582	613	643	674	704
6	6	37	65	96	126	157	187	218	249	279	310	340	6	371	402	430	461	491	522	552	583	614	644	675	705
7	7	38	66	97	127	158	188	219	250	280	311	341	7	372	403	431	462	492	523	553	584	615	645	676	706
8	8	39	67	98	128	159	189	220	251	281	312	342	8	373	404	432	463	493	524	554	585	616	646	677	707
9	9	40	68	99	129	160	190	221	252	282	313	343	9	374	405	433	464	494	525	555	586	617	647	678	708
10	10	41	69	100	130	161	191	222	253	283	314	344	10	375	406	434	465	495	526	556	587	618	648	679	709
11	11	42	70	101	131	162	192	223	254	284	315	345	11	376	407	435	466	496	527	557	588	619	649	680	710
12	12	43	71	102	132	163	193	224	255	285	316	346	12	377	408	436	467	497	528	558	589	620	650	681	711
13	13	44	72	103	133	164	194	225	256	286	317	347	13	378	409	437	468	498	529	559	590	621	651	682	712
14	14	45	73	104	134	165	195	226	257	287	318	348	14	379	410	438	469	499	530	560	591	622	652	683	713
15	15	46	74	105	135	166	196	227	258	288	319	349	15	380	411	439	470	500	531	561	592	623	653	684	714
16	16	47	75	106	136	167	197	228	259	289	320	350	16	381	412	440	471	501	532	562	593	624	654	685	715
17	17	48	76	107	137	168	198	229	260	290	321	351	17	382	413	441	472	502	533	563	594	625	655	686	716
18	18	49	77	108	138	169	199	230	261	291	322	352	18	383	414	442	473	503	534	564	595	626	656	687	717
19	19	50	78	109	139	170	200	231	262	292	323	353	19	384	415	443	474	504	535	565	596	627	657	688	718
20	20	51	79	110	140	171	201	232	263	293	324	354	20	385	416	444	475	505	536	566	597	628	658	689	719
21	21	52	80	111	141	172	202	233	264	294	325	355	21	386	417	445	476	506	537	567	598	629	659	690	720
22	22	53	81	112	142	173	203	234	265	295	326	356	22	387	418	446	477	507	538	568	599	630	660	691	721
23	23	54	82	113	143	174	204	235	266	296	327	357	23	388	419	447	478	508	539	569	600	631	661	692	722
24	24	55	83	114	144	175	205	236	267	297	328	358	24	389	420	448	479	509	540	570	601	632	662	693	723
25	25	56	84	115	145	176	206	237	268	298	329	359	25	390	421	449	480	510	541	571	602	633	663	694	724
26	26	57	85	116	146	177	207	238	269	299	330	360	26	391	422	450	481	511	542	572	603	634	664	695	725
27	27	58	86	117	147	178	208	239	270	300	331	361	27	392	423	451	482	512	543	573	604	635	665	696	726
28	28	59	87	118	148	179	209	240	271	301	332	362	28	393	424	452	483	513	544	574	605	636	666	697	727
29	29	...	88	119	149	180	210	241	272	302	333	363	29	394	...	453	484	514	545	575	606	637	667	698	728
30	30	...	89	120	150	181	211	242	273	303	334	364	30	395	...	454	485	515	546	576	607	638	668	699	729
31	31	...	90	...	151	...	212	243	...	304	...	365	31	396	...	455	...	516	...	577	608	...	669	...	730

The above table applies to ordinary years only. For leap year, one day must be added to each number of days after February 28.
EXAMPLE.—To find the number of days between June 3, 1892, and February 16, 1893. The figures opposite the third day in the first June column are 154; those opposite the sixteenth day in the second February column are 412. Subtract the first from the second product—412—154 from 412, and the result is 258, the number of days between the two dates.

The Mariner's Compass.

SHOWING EVERY POINT AND DEGREE.



PARCEL-POST SYSTEM

IN EFFECT AFTER JANUARY 1st, 1913

That hereafter fourth-class mail matter shall embrace all other matter, including farm and factory products, not now embraced by law in either the first, second, or third class, not exceeding eleven pounds in weight, nor greater in size than seventy-two inches in length and girth combined, nor in form or kind likely to injure the person of any postal employee or damage the mail equipment or other mail matter and not of a character perishable within a period reasonably required for transportation and delivery.

That for the purposes of this section the United States and its several Territories and possessions, excepting the Philippine Islands, shall be divided into units of area thirty minutes square, identical with a quarter of the area formed by the intersecting parallels of latitude and meridians of longitude, represented on appropriate postal maps or plans, and such units of area shall be the basis of eight postal zones, as follows:

The first zone shall include all territory within such quadrangle, in conjunction with every contiguous quadrangle, representing an area having a mean radial distance of approximately fifty miles from the center of any given unit of area.

The second zone shall include all units of area outside the first zone lying in whole or in part within a radius of approximately one hundred and fifty miles from the center of a given unit of area.

The third zone shall include all units of area outside the second zone lying in whole or in part within a radius of approximately three hundred miles from the center of a given unit of area.

The fourth zone shall include all units of area outside the third zone lying in whole or in part within a radius of approximately six hundred miles from the center of a given unit of area.

The fifth zone shall include all units of area outside the fourth zone lying in whole or in part within a radius of approximately one thousand miles from the center of a given unit of area.

The sixth zone shall include all units of area outside the fifth zone lying in whole or in part within a radius of approximately one thousand four hundred miles from the center of a given unit of area.

The seventh zone shall include all units of area outside the sixth zone lying in whole or in part within a radius of approximately one thousand eight hundred miles from the center of a given unit of area.

The eighth zone shall include all units of area outside the seventh zone.

That the rate of postage on fourth-class matter weighing not more than four ounces shall be one cent for each ounce or fraction of an ounce; and on such matter in excess of four ounces in weight the rate shall be by the pound, as hereinafter provided, the postage in all cases to be prepaid by distinctive postage stamps affixed.

That except as provided in the next preceding paragraph postage on matter of the fourth class shall be prepaid at the following rates:

On all matter mailed at the post office from which a rural route starts, for delivery on such route, or mailed at any point on such route for delivery at any other point thereon, or at the office from which the route starts, or on any rural route starting therefrom, and on all matter mailed at a city carrier office, or at any point within its delivery limits, for delivery by carriers from that office, or at any office for local delivery, five cents for the first pound or fraction of a pound and one cent for each additional pound or fraction of a pound.

For delivery within the first zone, except as provided in the next preceding paragraph, five cents for the first pound or fraction of a pound and three cents for each additional pound or fraction of a pound.

For delivery within the second zone, six cents for the first pound or fraction of a pound and four cents for each additional pound or fraction of a pound.

For delivery within the third zone, seven cents for the first pound or fraction of a pound and five cents for each additional pound or fraction of a pound.

For delivery within the fourth zone, eight cents for the first pound or fraction of a pound and six cents for each additional pound or fraction of a pound.

For delivery within the fifth zone, nine cents for the first pound or fraction of a pound and seven cents for each additional pound or fraction of a pound.

For delivery within the sixth zone, ten cents for the first pound or fraction of a pound and nine cents for each additional pound or fraction of a pound.

For delivery within the seventh zone, eleven cents for the first pound or fraction of a pound and ten cents for each additional pound or fraction of a pound.

For delivery within the eighth zone and between the Philippine Islands and any portion of the United States, including the District of Columbia and the several Territories and possessions, twelve cents for the first pound or fraction of a pound and twelve cents for each additional pound or fraction of a pound.

General cargo for Buenos Aires and Montevideo.
 Deck load of resin and steel flat cars.



HAWAIIAN.



1916.

K. Q. M. W.

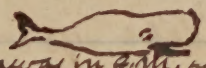
S. S. Hawaiian.

A. H. S. S. Co.

Official log. (?)

~~S. S.~~

846.00

- June 21 Signed on Wednesday at 1.00 P.M. as Quartermaster.
- June 22 I climbed down a lighter line and fell overboard. lost my knife. damn the luck. So ends this day.
wind on 5th bow S 12° E.
- June 24 Sailed 6 o'clock P.M. Ship has slight starboard list. Coal on saloon deck Mr. Dinsler fired for cleaning up 5 stovedores. too bad. Good mate.
- June 25 7.45 a.m. passed pod of whales on starboard side, bound north.  wind on 5th bow S. 10° E.
P.S. found stowaway in 5th room. white bull pup, some mutton.
- June 27 6-12. Swozy relieved wheel at 11.00 P.M. S. 21° E.
I capsized the spit-kit, went for the mop and wiped the coffee cups. there I called the first mate when I should have called the 2nd mate. Can you beat it? So ends this day.
wind on port bow
- June 30 4-8. Second mate hadn't gone below yet. I let her off a couple degrees and the 2nd mate looked in the pinnacle and there at me and said "Are you in love?" when people are in love they act that way I guess. Am turned in and trying to sleep. Can't be did. Too hot.
- July 1 Passed Desirade on starboard side 210 miles from Barbados. Lat 16.20 Long. 61-1.
- July 2 12-4. made Barbados at 3.22 P.M. and dropped anchor at 3.30 P.M. Fine weather all the trip so far.
- July 3 12-4 - Sailed 12.52 P.M. stiff head wind. Barn got washed out. Tomorrow is the "Glorious Fourth". - and me at sea. Hell! coal on saloon deck - port side.

July 4. No work today. nothing to do but steer.
Stand lookout tonight. This is a "safe and sane
S. 57° E. fourth." Cant even get drunk. Oh Fudge.

July 5 This is the day after yesterday. Frequent heavy
wind and rain squalls, and heavy sea running.
Slipped one down the ventilator last night and
washed us out. It is hotter than blazes.

20M.
July 8 N. 2nd. Asst. sent Miller up on the bridge and
9 told him to ask the mate for the binnacle.
He did and the 2nd mate gave him the deep
sea lead. Miller took it below and the 2nd
sent him up to the 1st asst with it. we
cross the line some time tonight and Miller
gets his. The ship is pitching so I cant write
Heavy rain all day. Taking sea over the head

July 10 3.30 A.M. crossed the line.

11 rain - mucha agua.

12 more rain - rain - rain. P.S. - rain.

Ofidlecticks - rain and blow.

July 15 This morning between 12 O'clock and 3 O'clock
4 O'clock moon eclipse. pretty clear night.

July 16 6-12 Passed 5 ships all northbound. (steam)

12-6/16 Passed 2 Portuguese gunboats and a 12 footer
chase on starboard side between 12.30 and 1

June 17.

3

Fine smooth weather the last 3 days. Logging about $1\frac{1}{2}$ and 12 knots. That's good for this old wagon.

July 18 Just feeling the Cape Horn swell. Weather cold raw and cloudy but little breeze. Slight westerly breeze. Course S.W. $3\frac{1}{4}$ W. Ship started rolling this morning till I thought she'd go on her beam ends. steady now. Passed two N. b. ships.

6-12 5-6 my wheel. blowing like hell. S.W. Old Man is afraid of Pamperos. Course. S. 53° W.

July 19 Saw caps pigeons today. they're pretty things look like a gull with black head and black marked wings. about the size of a pigeon, and fly like one.

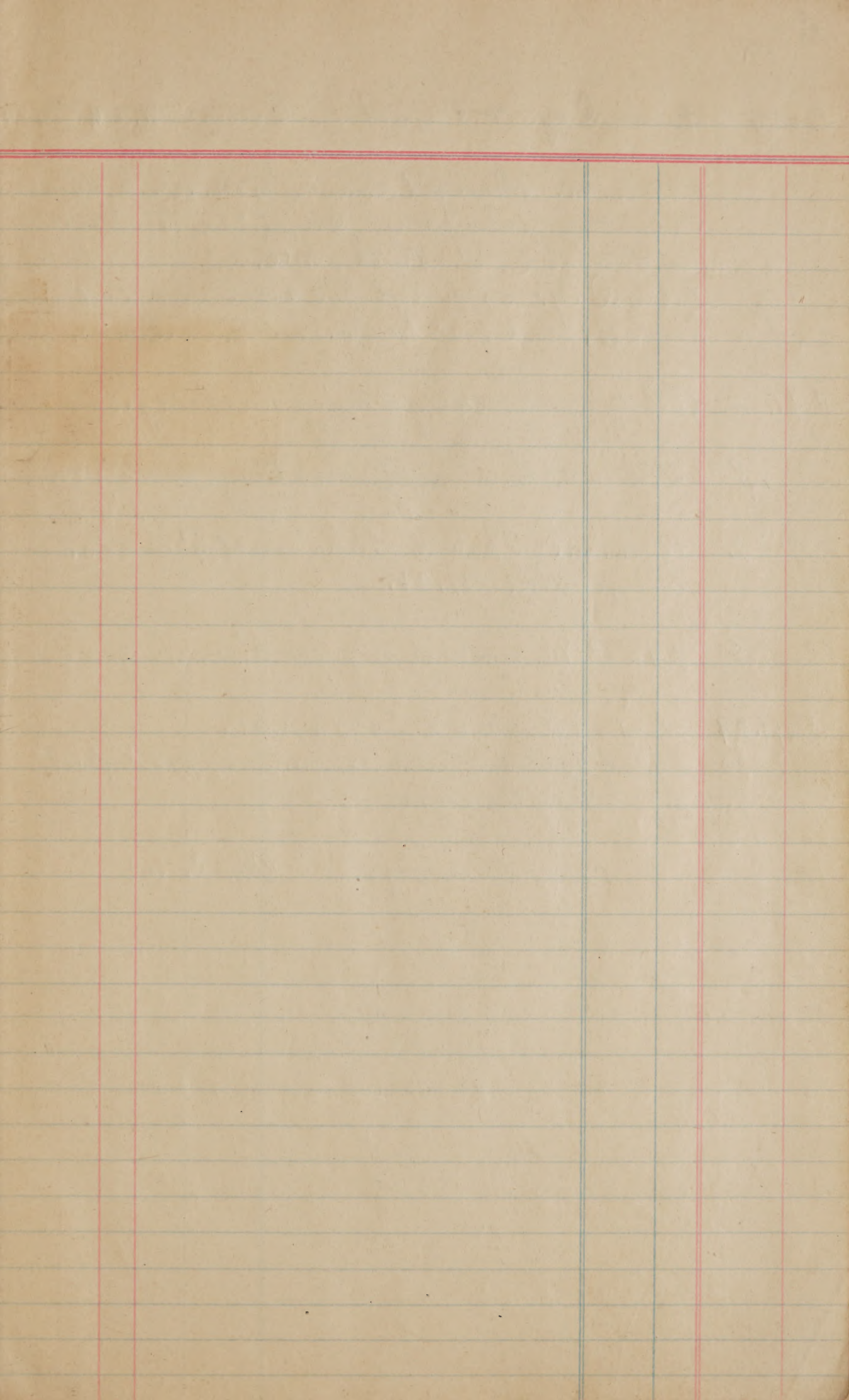
6-12 Dirty night. Stiff wind flat aft and fearful sea running. Staring wild.

July 20 Passed bunch of Penguins today. saw several schools of skipjacks and plenty marked gulls.

12-4 Thick Fog. sounding 26 to 50 fathoms. thick as mud. Passed 2 lights this water Santa Maria and Negra Point.

N. 80° 21° Sailing over English Bar. 9 fathoms. Saw seals and Petrels. Came to anchor off breakwater at 3.21 P.M. weather clearing slightly. Home up anchor 7.30 (22nd) docked 8.45 Am. in Montevideo.

Sunday 23 On watch all day. Leave it.



Sept. 4 Labor Day: 4-8 watch. Course N.W. $\frac{1}{4}$ N.

6.15 A.M. changed course to N.W. to speak
5 masted schooner Gardiner T. Steering
northward, of Bath, Me.

Labor Day: so called because we don't
have to; and can't be forced to. Buenos.

Sept. 5 Plenty work. Holystoning the bridge.

7 Bury weather. approaching Hatteras.

7. 11 A.M. Passed Diamond Shoals.
breeze stiff N.W.

8 7.45 P.M. anchored in quarantine.

Sept. 29 went on dry dock 5.30 A.M.

30 Left drydock 5.30 A.M. expect port
pay this afternoon.

End of voyage. Oh, La La!

K. Q. M. W. S. S. Hawaiian.

Quartermaster

Oct. 16 Monday. Signed on as quartermaster.

Oct. 19 Thursday - Left the dock at 4.50 P. M. and anchored in quarantine 6.00 P. M. Storm signals up for hurricane. - Would blow the whiskers off the devil's wet monkey. my 6-12 blow. rained all day. *Barometer 29.50 - 29.50*
fine weather.

20 Friday. 4 A. M. hove up anchor and got under weigh. Heavy sea outside in 5-12 watch. blowing and thick as mud. makes wash. - *usual* *fraternal weather.* wind S. W. Course 5.120 E.
dropped pilot at Sandy Hook 6 am

21 Saturday. Still blowing and all night long. Rain - Rain - more rain - rain - rain -
Filled my seaboots this watch. Now we are in a cute little thunder storm. O joy. S. W. 12-6 watch. rain. also rain. Course South

22 Sunday 12-4 watch: about 3.15 A. M. saw the lights of St. Elms stretching along the western side of the northern coast - lasted a few minutes and is sure sign of dirty weather coming. How in hell it can be better than that I never have I know. Oh well, here we go today. 8-12 forenoon watch fine sunny weather.

23 Monday. rain Course S 9° E

24 Tuesday. rain Course S 11° E

25 Wednesday. Fine and sunny Course S 11° E

Oct 26 Thursday. started making boat covers. Course S. 125° E.

Fine weather but too rough to open ports.

27 Friday. 6 P.M. Passed Soudwest Rock light.

28 Saturday. 1:30 A.M. passed Cape Island. during the day found several islands. breeze light, variable weather cloudy.

29 made St. Lucia 4 A.M. anchored. ~~was~~ alongside 7:30 coaled and left 6 P.M.

This is a hell of a Sunday. coal and riggers all day. Engle's crewed forward in harbor. also a Danish Norwegians and a Limes tramp, with coal.

11:45 to 12 Last night I was sick as a dog. turned on for 8 hours. sick to stomach, dizzy and black constant see to star. was too weak anyway. I Judge all right now. Saw British to a tugger in St. Lucia.

30 Monday. Passed Barbados. 5:30 passed Jack three. passed within two or three miles of Bridgetown.

31 Tuesday. Rain. S 61° E
Breeze SE by E 1/2 N.

November

1916

1 Wednesday. Squally and dry. Course S. 57° E.

2 Thursday. Rain. Heavy sea and half a gale. much more than. Rain followed by rain. S. 45° E.

3 Friday. 1:30 P.M. passed steamer on starboard side. Sailed north. Station clear. S. 45° E.

- 1101 4. Saturday. Fine day, after 10. Ship is laid up with a cold. Port was sailing right. Line S, 33° S,
noon S. 30° S
- 5 Sunday. 12-11. Fine water. Line S 28° S
5-12. Ship bringing up 3. Line S 28° S
Fitz started and bustled the whole day.
Heavy weather in the Gulf. In the
morning, rain to 4, now.
- 6 Monday. Fine weather. heavy sea running.
crossed the line about 6.00 P.M.
- 7 Tuesday. Fine day. 2 A.M. Line S 28° S
West. Line S 28° S
Exp. Line S 28° S
7-12. Saw a pilot whale Line S 28° S
12 P.M. Line S 28° S
fish
- 8 Wednesday. Fine weather. 12-11. Line S 28° S
passed a line of islands. Line S 28° S
board north. Line S 28° S
close hauled. Line S 28° S
wind S.E.
- 9 Thursday. Last morning that of the Line S 28° S
this line. Line S 28° S
12 P.M. passed Cape St. Roque Line S 28° S
- 10 Friday. Breeze dies. Came S 28° S
Line S 28° S
- 11 Saturday. ditto.
- 12 Sunday. passed two steams on starboard
side northward and one steamer on port
side southward. Rain all day.
wind and sea rather rough. Line S 28° S
mild. Log is out. Line S 28° S

Nov. 13 Monday Heavy head wind and sea
 rough. Left Monday for Rio.

old girl steering wild and diving like a
 porpoise. passed Cape Frio today.
 passed bargentine beating to windward
 under lower top sail and double reefed
 main st. driven fuelled. passed S.B. steamer
 bargentine making heavy weather of it.

14 Tuesday. wind hauled off sea gone down
 4-5. turned out 4.15 this morning and
 made water land - put forest relieving
 the other water at 8.15. Passed
 Rio de Janeiro in 12-45 watch. heavy inshore
 swell now rolling in abeam. The cats
 are wrestling on deck. 1 hatch. some from

15 Wednesday. Fine weather. passed a ship
 back ship going home - a little wind.

16 Thursday. Windy and rough with
 many showers. went to a rendezvous
 at 10.15. Ch. to a tea.

17 Friday 12-4 3 A.M. picked up Cape Verde
 light (on old d. bar) 8 A.M. Cape Verde
 island abeam. pretty place. looks like
 the island of San Salvador. 11.30 down
 passed Lobos Island. 5.44 P.M.
 closed. 6.15 hove up anchor. Got
 along with 9.15. knocked off 12.15 in
 neighbourhood

18 Saturday morning 3 P.M. went ashore 4.15
 about an hour and saw the town.

saw fire auto smash into steel car report
on rounding a corner. Some smoke and
all in. Only it has sleeping all hours.

Burns in steam

19 Sunday went ashore. Left dock at 10:00
P. M. for B.A. morning at anchor

Monday inside breakwater. 4:15 a.m. Passed a
three masted barque bound down river under
full sail, the dawn sky behind her. She made
a pretty picture. Every sail set except the
spinnaker top. 7:15 Anchored to wait the
pilot to take us inside. About 8:00
sloop anchored and moved on. 8:15 a.m.
about 8:15 anchored in North Basin
11:45 a.m.

Tues 21 Lying in North Basin (Dinner etc)

Wed 22

Turned out 4:30. no coffee no breakfast
Ship 4:45 to 6:35 Breakfast up to 8:00
at 8:30 a.m. what a hell of a day.
Lying at anchor no loading or unloading.

Thurs 30 Thanksgiving Day. Breakfast better eggs
mouldy bacon. Dough cakes. Fine weather but
no fish. Dinner: roast cross. baked fish from
storehouse. P. 3:00 TIME. no work.

December

Thurs 7 Sailing day. Sailed at 4:45 from B.A.
Fri 8 anchored at B.A. inside breakwater. In
water. Wooden bark "Pelinea" in.
S. O. ship "Ardenmore" arrived in from New York
3:00 Con Norwegian steam whaler anchored in harbor.

December 7.

Saturday 7 4-8 watched the sailors loading the coals on the new bark "Paulina".

Sunday 10 S/S. Ardmore sailed. We can't go ashore. Hard fairs. fine day and no fish. caught 3 perch yesterday. Crowell's Th. low SS. Co's ship "Stephen R. Jones" arrived at 10. AM. with mail. Barker line ship came in. Alcohol factory and large sawmills burned down. Dursley and Chips must sailing in a ketch in zig and zag logged forest.

Monday 11 Blue Peter flying, expect to mail today. coal on saloon deck no mail yet.
9.15 P.M. hoisted anchor and put to sea 10.15

Tuesday 12 12-5 passed 2 southward ships. 8-12 passed 2 northward. Saw a mirage at 11.45 a ship passed south on starboard side about 10.30 and passed out of sight. at 11.45 AM she appeared in the sky upside down, and found north the old man said these mirages are quite common in these latitudes. first one I saw was? 6 P.M. breeze freshening and a squall expected from S.W.
8 P.M. wind shifted from N.E. to S.W. black squall from S.W. with thunder and lightening clear around horizon. blowing great guns.

Wed. 13 Sun is shining. heavy sea running. wind aft. hot in quilted deck awing. Heavy like the devil.

Thursday 14

8-12

5 A.M. passed the "Kentuckian" bound for B. A. and diving on all over, saw powder off her deck and out of house pipes and scupperns like the falls of Niagara. Some eight. Our deck was dry as we are running free. Mr. Lloyd E. Clark then and gave three blasts in salute. She has darker line colors.

Friday 15

Fine weather. still breeze and sea very calm.

Saturday 16

Rained like blazes all night. At 5 A.M. lifted and showed the cliffs of Cape Fear on port beam. Old man changed! He ran at once offshore and fog lifted. Took 2 casts of deep sea lead. We were close to Cape Fear that we could see the big house on the top of the cliffs. Found some Cape Fear fishermen offshore.

Sunday 17

3.45 A.M. passed a southbound ship with no lights. Thought it was a private revenue cutter. Weather cleared in 4-5 minutes. passed several southbound ships. saw the ship down. Sea gone down with weather fine and bright.

Monday 18

12-4 saw a school of porpoises playing happily under the bow-racing the ship. They are playful. I have seen this trip. saw 5 shooting stars must be on account of the war. Fine weather today. Ended.

December

Tues 19 While swinging ship for compass adjustment this morning between 6 o'clock and 7 (my watch) we plowed through a large school of young sperm whales, playing and blowing around us, some of them as close as 6 miles from the ship's side. The old man roared at them and wished he had a harpoon. So did I. This whales were about 20 ft. long. small ones. We are overhauling an old tramp on port side bound south. Fine weather now and hot. Light breeze. Covered up steering gear in wheel house this afternoon and started by 4 o'clock 4 P.M. Liquid compass in wheel house.

Wed 20. Bore aback on port side. Cape St. Roque about 12 miles ahead. Passed a Danish ship this morning 11.00 A.M. her bridge gone. Mass of wreckage on north coast and 3 German cruisers in S. Atlantic looking for Lima ships. Fine day. 1-12. I can see land on port side and several large fires in the woods. They look like light houses at this distance.

Thurs 21 11 E. watch changed course at 5.40 from N. 18° E. to N. 15° W. days will be longer now. 10 A.M. Santa Barbara pointed up bow for Buenos Aires. Saw a dolphin jumping after flying fish toward stern over. Changed course at noon N. 43 W.

Friday Dec.

22 Fine weather. 75° in the shade about 190° in the sun. I was in the kitchen for a hand in painting the the beds out - a silent last song. I had but 10 min. to go.

Sat. 23 Painted out our room today in my mouth - better half of a plate this is. In the morning we went to the fort in our aprons on the ship. We worked in sweat and sweat all day. I had a cold. I was all in and a 2 hr. rest at 3 pm. I was in the water then. I was outboard and in at 12 o'clock. I don't know what for.

Sun. 24 Rain all day. no work. only 10 min. 12 o'clock - midnight. took out 1st pigeon 185 feathers. some 1st - 1st up that side. This is Christmas Eve and this is now.

Many Christmas (??)

Mon. 25 Christmas morning. Many Christmas to me and many of our. I was in the ship on 12. Rainy and blowing like a devil. 8-12. Rainy and blowing like a devil. The sea is piling up on all sides and the old ship is turning headsprings. I was in the ship. Reminds me of last Christmas. was just walking by the saloon and heard a woman.

Tuesday 26 Fine weather and sea going down once while painting the bridge. I had a piece of prostrate soaked in turps in my shirt pocket and I sat on it all dinner hour. never again. 8-12 shipped a sea in the middle of the spray clean over the flying bridge.

Dec.

Nov 27 Fine day but still steering S.W. 12-6 miles
 saw a sperm whale about 3 miles off S.W.
 beam, also a blackfish. Called the D.M.
 but what was gone. 5.30 P.M. picked
 up Barbadoes 2° off S.W. beam and about
 10 miles away. there are no lights on
 any of the islands now on account of the
 German cruisers reported to be in the
 Caribbean Sea so we have to take a
 chance of sighting an island, sailing
 around in the dark. see gone down in
 a little more. expect to make St. Lucia
 about 6 A.M. tomorrow.

Nov 28 4 A.M. St. Lucia on starboard beam
 met a light. 6.30 A.M. dropped anchor and
 hoisted up and went alongside 10.30 A.M.
 Small 300 ton French bag structure from
 Bordeaux, a French freighter and a Lima.
 Line boat came in about 11 A.M.
 mate sent me on gangway with orders to pass
 anyone off except coaling gang. I stopped
 a first rigger and he put up his hands to
 fight as I knocked him flat. The mate told
 me then to let him aboard as he had
 stores for the steward. Last rigger saw
 got hard noodle. 3.50 P.M. left the
 dock and sailed in heavy rain
 squall - and no time for oilskins.
 Men on deck since 6 A.M. and don't
 go below until midnight and turn
 out at 1 A.M. 6-8 all running lights and
 we are using search lights now.

Star 31 Small barque crossing our bow from
starboard side, running with wind next
sea abeam and rolling like a log. She
was bound for some Gulf port.

Sunday 31 Fine sunny day, sea smooth as silk, and we are sailing through great fields of seaweed with flying fish, dolphins and blackfish playing around us. Great stuff. At 11 P.M. saw a dolphin jumping. At 1 P.M. saw N.W. and about 5.30 dropped ground from northward and blowed like hell. Sea very squally, wind about 40 miles an hour. Good bye fair weather. I can push further along daylight set up, morning taken in and all day for winter.

1916.

well, here's where I turn over a new leaf
Goodbye Old year and

Happy New Year.

January 1ST

1917.

Will just think: Last night was a year ago! Well well
 The rain has stopped awhile but the wind has not
 and there is a bird of a sea running. Fine weather
 for starting a new year. began turning over a new
 leaf by cussing the weather. Oh well, as Fritz
 says "Happy days boys happy days. The steward's
 heart is broke. Two holidays handrunning
 with a snobelly and hurried for breakfast.
 Great stuff no work (only steering) and that
 aint work in this weather: its murder. Getting
 rather cold now. Had a burn dinner
 everything half cooked. The cooks made some
 coconut pie and our dough had run man
 have it overboard because one mutt said it didnt
 suit his taste. Damn them botes. there goes
 one "revelation" to a snack, but that was the
 first decent pie all trip, and we got shovelled
 out of it by a couple of liggerheads.
 6-8 Old man spliced the main brace at 10:30
 time, then came up on the bridge and shot all
 the stars in the heavens: and some that weren't.
 Great stuff - fireworks. C.M. was sure
 getting frisky and some hilarities.

Jan. 2

Tues.

Wind shifted to northeast and blowing fresh.
 Taking spray over. Cloudy and cold: raw day

Jan. 2

Very cold. Steward stole the blankets from
 the sailors and firemen and gave them to the
 oilers and us. The sailors refused to work,
 and Lewis (oiler) plugged the steward in the
 nose for giving him a dirty blanket.

Wed.

Jan. 3

Gravyard watch: Saw 20 shooting stars and 5 that I think were meteors. Had long fiery tails and lasted about 15 sec. Well in a couple more days I will be seeing stars of a different kind. 5 P.M. barometer falling rapidly. Hurricane coming, putting spinnaker and flaps on all ventilators forward. Great goddam how she blew! barometer fell from 30 to 29. There is a blue circle, a green one and an orange circle round the moon. Passed Lutterac tonight at 9.30 P.M.

Jan. 4.

Fine and clear. wind and sea gone down but is cold. 6 P.M. all hands plugged the log. expect to get in tomorrow forenoon. Two sailors on lookout. Horizon has been high most all day, and we ran through a pod of whales about one o'clock. That started the C.M. off telling whaling yarns, and there were some good ones. Believe me! The second mate and Fritz and I near choked trying to keep our faces straight. The Old Man is a comical duck when he tells yarns. Lowered ship again for compass adjustment. Lightning last night put it out 16 degrees in 12 hours. Some lightning played tag up the foremast while I was on the Lookout.

Jan.

5

Passed Barnegat 1.00 A.M. Dragst 3.00 and Napier's we will make about 5.00. Arrived 7 A.M. hove up 5 A.M. and got alongside about 10 A.M. Pay off Mariana. End of the trip.

Adios - Hasta Mariana.

S.S. HAWAIIAN.

4TH TRIP.

WED.

JAN. 24 Signed on at 1.00 P.M. for Montevideo
and Buenos and back north of
Hatteras.

25 Thursday. Blue Peter up: later: Blue Peter down.

26 Friday: Left the dock at 8.15 A.M. Second Mate
missing. Tug brought another 2nd at Encarnación
and put him aboard. We dropped the pilot at
11.36 Sandy Hook just as the Panamanian came
in. Just my blasted luck. I'm as lucky
as a crossed nigger. About 10 bell
a gale of wind with a snow-squall hit me
the eye. Mr. Parker is second mate.
Got a ducking as I came up forward.
Blowing like blazes N.W. and cold enough to
freeze the nose off a Dutch baker. My partner
has had the fantods all watch.
We have a race horse in a stall in the
port quarter. He is scared blue. L.M.'s
feed him and care for him.

Sat. 27 Fine and warmer all in the steam room.
I've got a bird of a cold. Shills and flukes
can't get warm all day. Brown
saw whale in 2nd box. Spouted and

Sun. 28 Rain and blow. Cleared up in afternoon
watch.

Mon. 29 Fine day, just like Spring. Shut my winter
suds this A.M. 7.40 P.M. to 5.00 morning whiff
for canvas ady. Intended from 10 to 15

JAN. 30 About 8.15 a.m. we sailed through a

Tues

belt of kulf mud that stretched from horizon to horizon, and was about half a mile wide. Looked like a gold stripe across the blue of the sea and was sure a pretty sight. 7-12 watch. 9.30 P.M. had a scrap with the Chinese cook. he tried to chase me out of the galley when I was drinking gratis coffee. got the Chinese Carpenter (Chin) to help him. I stayed in the galley till the coffee was hot, and then borrowed a key from the steward. The cook had a knife, but I had a slice bar so he didn't start anything.

wed. 31 Fine day. saw the flying fish today time to take a wash. La la.

FEB. 1

Thursday. Passed Sumbur Rock light 12.30 P.M. and are among the island all afternoon and night. There are no lights visible on any of them.

FEB. 2

Friday. Starting in on port side all afternoon. Anchored off St. Lucia about 11 P.M. we got turned out fooled around for an hour and turned in at 1.1. Am awake from 12-4. Can you sleep it? The fort at the entrance to the harbor fired a blank shot across our bows about 9.50 P.M. to leave us to. After the Customs officer and pilot came aboard and examined

our papers we hove up at 11.00 P.M.
went in and anchored at 11.45 P.M.

3 Saturday. Got turned out 6 A.M. hove up
and went alongside 7. A.M. coaled and
sailed 1. P.M. we were the only ship in
the harbor. 6-12. about 11.30 passed
Barbados, and a Brazilian sloop passed
our bows. Looked like a destroyer at
first, and her sails looked like a ship's
a destroyer's funnel. Just heard that
war is declared between U.S. and Venezuela.
May return in B.R.

4 Sunday. Heard today that we will
ply inside in Buenos Aires. It better
get torpedoed any day.

5 Monday. Fine, clear and rough. Busy now
provisioning the lifeboat and doing all else.
The Harakins are happy as larks. Officers
got some news today that we all didn't get
but we can guess pretty close. To some
rough now. Head and all under forward.
Annette Kellerman is a good diver but she
can't show this wagon any trick.

6 Tuesday. 12-4 passed a whale close
aboard. Snowing hard now and heavy
black sea. Strong wind.

7 Wed. Fine day but still rough. Dreamed
of running the blockade of a fleet of
warships and woke up just as we were
torpedoed. Oh brother!

S/S Kinkashum and Panaman passed us yesterday bound for Buenos Aires.

Feb. 8. Thursday. Sea and rough. Can use the fish a little more.

I was off playing steel with the Kanakas. Sea was fine. 6-8 P.M.

9. Friday. Started to calm and reef the deck of the flying bridge. 6-12 wind dropped flat and heavy swell setting in from East. we are in the Golden Gate now.

10. Saturday. Passed a breaching whale on starboard side with a cloud of gulls around him this a.m. (4-5) good chance for a whaleman to get ambergris. passed a big school of Porpoise too. 12-4.

While the sailors were playing with the bulldog in the moon room, the pup went mad and one of the Kanakas took a chance and tied the dog to a stanchion of the wheel box, where it yelped and yapped till one o'clock when they were sure it was not in a fit, but was a case of rabies, they called the Old Man and he took his Manchester and shot the pup behind the ear as it was turning head sprang on the end of its rope. The boat threw the dog overboard. so ends this day, ditto the dog. Around the line 7. P.M.

x. Sea

11. Sunday. 12-4 Engine stopped 3.30 A.M. and had not started at 4 when I went below. Weather is fine. no wind and smooth sea. about 6.45 P.M. now saw a shooting star on the starboard beam with a long tail on it. looked like

Feb

a comet. it shot across the sky, the star dropped out of sight, but the tail remained in the sky for about 10 minutes. it stayed straight for about 5 minutes and then slowly turned into a big letter S, and later to a figure 5 upside down. The next morning the river saw the like before, looked like fireworks. Later: 11.30 to twelve in my sleep out, I was sick as a dog. feel all right now.

12 Monday. Fine and calm. Started pretty dark rain. nice messy job.

13 Tuesday. 12-4 A.M. weather clearing. Good breeze and rain again at tail end of the watch. was down aft playing with the Kanakas again last night. There is be improving a little each time. 2-4 below. fine weather now. far. 5-9 P.M. time goes fast now. Boat ahead of me after East. passed a schooner on port side this A.M. (6-12) the moon came up about 10.30 through a ragged hole in the clouds and it looked like a windjammer with the sails full. Passed Pinnacles at noon.

14 Wednesday. The compass went crazy at 4.15 P.M. today, swung around about 5° each side the beam. There were some steel tools left near the stand.

946

Thurs 15 Saw a big 3-masted oil tanker on
 old bar. this A.M. P.M. 6-12. at
 10.25 Saw a shooting star that lit up the
 whole sky and sea as bright as day. I was
 at the wheel and Grace Ellice on lookout. it
 passed near the star at 7 bells at 10.30.
 Saw a school of porpoises playing around
 the cutwater about 11.30-11.45 on my lookout.
 Reported a star for a light.

Friday 16

9.45 A.M. saw a school of young por-
 poises racing the ship, right alongside.
 They were from two to 5 feet long; ad-
 justed compass to 14-16.

Saturday 17 11.4 watch running lights went out at
 1.30 P.M. got all fixed except starboard
 light. Had to use an oil lamp in it.
 Saw another shooting star with the tail
 left in the sky for about a minute or so.
 passed Cape Fair this 4-12.

Sunday 18

passed a ship on port side 1 A.M.
 fine weather; the horse tried to kick my
 block off this morning 5.30-6. 12.4
 about 3 P.M. a Portuguese man o' war
 passed within 20 yds on port side.
 looked like a rainbow

Monday 19

Passed a Norwegian tramp and the Arg-
 entine transport "Pampero", both north-
 bound in E-12 A.M. We dipped the
 ensign to the transport but she did not
 answer. The Chilean passed us
 homeward bound, about 5 P.M. but

was too far away for us to see him. She mentioned

that U. S. ships can't get any cargo in B. A. and
we may go to Chile for contacts.

Tues. 20 Crossing the English Pass. The water is full
of long streaks of mud. Heavy fog. The
and ship don't see north. 3 hours. 16-17
Passed Cape Polovina light and the
Mina is on the bar at 7.45 P.M. I was
off playing with the Kanakas again.

Wed. 21 12-4 A.M. passed Lobos Island light
A.M. Point Loma 3.00 A.M. and went
up Flores Island light 3.15. I got
in this storm around 4 or 5. When we
brought Lobos aboard, changed the
from S. E. W. to N. E. 1/2 E. I got to
some sleep. I won't get any more.
Got inside the breakwater, anchored 7.15
have up 11.30. got along again 2.15
we had to work all day 5-10 and on
on all night. watch and watch the
of our stay here. I don't order any
dinner in this dump.

Thurs. 22 Washington's Birthday. Inca on road
day. Captain has been sick. 6-8.
The Kanakas are all
there is an English cable ship lying in
think it is the "Hobart Hall".

Fri 23 Sailed 4.30 P.M. for Buenos Aires
enjoyed to 6 P.M. Sailors etc.

Sub 24 Saturday 12-4 P.M. once wheel the
 hole ~~drummed~~ anchored in
 the grade 6.9 a.m. to wait for pilot
 to take us inside. I'll have to take her
 in too. Leave at 8.30 and get along
 side 11.75 A.M. my wheel.

EVERES AIRES.

25 Sunday. went over to the Panaman at
 the Bode and saw Fudge. We came
 back, went to the Hawaiian and the Panaman.
 Chink took and Porto Rican cabin
 boy were scuffling outside the galley
 the mate stopped them, and the Porto
 Rican went to kill the mate. He went
 down to his room and got a 7/8 iron
 bar 3 ft long, and the carpenter came
 into the port alley, the C.B. slugged
 him, thinking he was the mate.
 I told him what had happened upon
 the ~~deck~~ deck. Harry, the Kanaka
 sailor, slugged him and knocked him
 cold. The matchmen whistled for the
 dock police and the cabin boy was
 locked up. The carpenter was sent
 in the Ambulance to the emergency
 hospital, and later to the calaboose.
 I went up (7.30 P.M.) and brought
 him his mattress. He is covered in
 blood and didn't know us. He
 was laid out in the gun room.
 Later the mate had Chink moved to the
 hospital. He is unconscious. God help
 the cabin boy if ever he come aboard
 the wagon again.

Feb. 25 Monday. The Lago waterman had a
 scrap with the Big coal gang. This is a
 tough ship all right. The German ship
 "Mansa", across from us, was all dressed up
 today, and left her colors flying till after
 sundown. I was trying about to haul
 down our flag, but I wouldn't touch them
 till Hutzky struck her colors first. Old
 Glory don't go down before any blasted
 Dutchman while I'm signal quartermaster.

MARCH

1 Thursday. Went ashore with Fudge
 and took in a show at the Casino.

7 Thursday. Packed up and left at 10
 P.M. I stopped to change my
 to sleep on deck and would to have

12 Kentucky came in and docked at
 I went over to see Gleason

13. I had not known I had a
 of Pass from Jimmy Hudson

15 Thursday. Sailed at 4 P.M. for
 Montevideo. The "Carnegie" is lying in
 Larsen's Noct, also the "American" is
 ship is this one. The skipper of the
 American blew his whistle in salute
 and the pilot says he gets hooked 100
 pesos for finding it. The American
 laughed himself sick. We found
 a Port Rican stewardess. I found a
 10 inch meat knife in the cabin
 trunk. Chips is in hospital bed.

Porto Rico cabin boy is aboard
the ship to iron. We signed a
yunker bid for cabin boy (out of
the Norwegian bark "Clara") and
this P.M. he hammered the concert
out of our Porto Rico musician.

- 16 Friday, 12-4 3.15 A.M. passed a
full rig on port side anchored in the
edge of the channel. Montevideo light
is on port bow. 7.15 A.M. dropped anchor
inside the breakwater. The musician has
two lovely shins. 8.30 went out to
lower the flying bridge and the
canvas. 6.15 Standard Oil ship. Admire
and in.

- 17 Saturday. Left the bridge at 10.15

- 18 Sunday. Started heaving up anchor
at 1.00 P.M. Sailed 1.45 P.M.
5 P.M. Found a full rig to port and
a large ship of construction
5.30 Found a full rig to port about a
ship's length off the starboard side
bound for Montevideo. She was the
3000. Found Port Light 10 P.M.

- 19 Monday. Heavy. Light large ship. in
Course N. 87° E.

- 20 Rain and Snow N.E.

- 21 Windy, Rain, Snow

- 22 Snow, Rain and snow

April 5 Sunday. From a message to me
from the U.S. Consulate in Mexico City
6-2 heard that the American Consul
in Mexico City, U.S. Consulate General
at Mexico City, General.

- April 25 Wednesday. signed on as quartermaster for Peter and Pie a junior.
- 26 Thursday. Blue Peter up at the fore. Sailed 5.30 P.M. dropped the pilot at Sandy Hook 7.30. rain all day (as usual) and is now blowing hard and a nasty sea on. my watch from 6-12 and cold w. Hayes went aft to read the log and found the log line carried away 2 ft. from the indicator. hope we haven't got another one.
- 27 Friday. Thick weather: standing lookout on bulge. cold and raw. saw a bird about the size of a sparrow grey and red on the bulge. came down to blow winds like flatline.
- 28 Saturday. now come out this P.M. weather still cloudy. 2-11 P.M. Hayes did turn out to relieve the wheel till 12.05. Sailed on his ear when he came up. 7.00 P.M. at port quarter heavy sea running and steering wild. Junior saw a bird at the funnel and saw a fish at the funnel.
- 29 Sunday. wind flat up and a flat heavy big sea running. steering crazy and hitting like a barrel. weather cloudy and cold.
- 30 Monday. 8-12 weather turned from weather to rain. rain and sea gone down. just heard from pilot that O'Brien was down in the S/S Truck.

May I. 12-4 P.M. passed northward all carbon layers
 & cross over lower. Collected with the first
 series gypsiferous.

2 Wednesday. Fine morning. 6-12
 6-12. Red & brown layers about the same
 ridges reported above. The first is
 a true sand rock with the shell of
 the corals of many in knots. The
 whole the Montipora type.

3 Thursday: raining - a squall. A
 school of 1000 porpoises like the

4 Friday: fine and good breeze 3-4.

5 Saturday: fine & a squall. 6-12
 side. 6-12. A school of 1000 porpoises like the

6 Sunday: Good breeze E.S.E. - 3-4.

7 Monday: Wind heading became strong
 3-4 and 6-12. The wind came from the
 north of the island. The sea was very rough
 of paper around the shore in my view.

8 Tuesday: raining and squalling. 6-12
 6-12. A school of 1000 porpoises like the

9 Wednesday: swinging out the boat. The
 forenoon wind. 6-12 all running boat
 out.

10 Thursday: fine morning. 6-12
 6-12. A school of 1000 porpoises like the
 side. 6-12. A school of 1000 porpoises like the
 had the flag today. The girl had

May 11. *Friday*. 8 A.M. changed course to
S. 10° W. & 5 mi. weather. I saw 100
a boat drift last night and down near
stock my shell. P.D. You didn't. X.H.

12. *Saturday*. picked up boat in the road
from 10 to 4.00. also a few more
mostly 2 star ones ahead. 5 P.M. from
Cape. Peckham's, and several other
amateurs also 7 whips.

13. *Sunday*. but most all day but it
rained some. The school is very bad.

14. *Monday*. *Friday*.

To find
the boat
last night
from 10 to
4.00. I
saw 100
a boat

Friday. Raining like Hogshead
all day. I saw a few more boats
from 10 to 4.00. I saw 100
a boat last night. I saw 100
a boat last night. I saw 100
a boat last night.

16. *Wednesday*. I found a new boat
in the water. It was on a boat and the
being covered by a large boat
around granite and some of the
old granite. I saw a few more
the inlet on Cape. I saw a few more
about 30 miles away, on Cape.

17. *Thursday*. I found Cape. I saw a few more
the inlet on Cape. I saw a few more
about 30 miles away, on Cape.

May 18 Friday, nothing doing

17 Saturday. The steamer got lost in river
 both the left and right channels. And
 another at no. 2 where a very large wave
 broke the hull and the ship was on the
 rocks. The ship was around the riverbank
 and the crew were in a great
 hurry to get out. The ship was
 in the river. The Californian was in the
 river. The ship was in the river.

18 Sunday. Boatmen.

19 Monday. Boatmen.

20 Tues. Californian left and was
 hauled out in the stream.

21 Wed. Californian sailed for Bathurst.

22 Thur. Ho. up 12.15 and returned
 past Sugar Loaf at 11.05 P.M. and
 wheel. Fine night.

23 Fri. picked up pilot off mouth of river at
 5 P.M. very quiet. Some rain in
 the night. At 6 P.M. saw a school of porpoises
 which I was hunting. The school was
 about 1000 and 1500.

24 Sat. went longways to river.

25 Sunday. Rained all day and all night.
 no signs of rain the river but the boatmen
 landed in water of river. no rain.

Jan. 4 Monday: Brazilians moving near
 Southside. rain all day. I had
 dinner with Bope. He is a lunatic.
 Aquire a ~~copy~~ document.

Jan. 5 Fine day. were expecting the Spanish general
 to enter today. The German prisoners from the
 ship seized Jan. 2nd are imprisoned on an
 island. They refused to eat Brazilian food
 and are starving for German food. They
 positively refused this. The Spanish are
 willing to eat anything but the official food
 there and ~~get~~ get them ready to die. They
 are dying from knife wounds. Just
 now that Spain is affiliated with
 and the ships are to be allowed on the
 ships. Give German food. There
 are 1200 Germans on the island.

Wednesday. Fine day. took water in the
 Stevedores dropped 30 tons of ore on the
 decks and busted the stern hatch and
 the whole works into the lower hold. The
 mate and I saved off some of the
 baskets. So this is the end of a perfect day.
 I don't think.

Thursday: I sprung my back carrying
 baskets of cargo up the gangway. I stayed
 until 7:00 P.M. dropped pilot 3:45 and
 steamed out by fort and Pan de Azúcar.
 5 P.M. heavy swell, clouds heavy, but
 seen yet and after breeze: rolling like
 a new sea. The moon was just rising in
 back of the hills behind the fort, and beyond that
 more light as we came out. Fine pretty.

Thursday

June 14 12:15 A.M. Indian Sports. Lifting and carrying
 crossed the line about 8 P.M.

15 Friday, fine weather, some rain. To
 eastward a little. started [unclear]
 scrape [unclear] the [unclear] [unclear]
 200.00 and port ladders. The [unclear]
 any and will be [unclear] [unclear]
 made 345 miles for a [unclear] [unclear]
 is the second run for Th. [unclear]

16 Saturday, Great weather. [unclear]
 called at 7 bells and [unclear]
 water till 5:45 A.M. \$10 to be [unclear] V.H. You [unclear]
 About one A.M. we [unclear]
 tide rip off the mouth of the [unclear]
 struck the N.E. trades [unclear]

17 Sunday, [unclear] [unclear] [unclear]
 and [unclear]

All the foregoing lies and ~~lies~~
~~lies~~ about me. Hopes [unclear]
 also change without notice.

18 Monday, Fine day.

19 Tuesday, Little [unclear] [unclear]
 that [unclear] a [unclear] in the [unclear]
 [unclear] [unclear] [unclear] [unclear]
 [unclear] [unclear] [unclear] [unclear]
 [unclear] [unclear] [unclear] [unclear]
 a [unclear] (converted [unclear] [unclear]
 and several island schooners. The
 [unclear] [unclear] are the "Pheasant" and
 [unclear] [unclear] [unclear]

22 Sunday. Fine weather.

10 Thursday. 9.40 arrived at Cape Henry
 steamed through the suburbs in a short time
 the grand boats and then to the harbor
 below. Saw a lot of people like
 sailing on grand boats, but not
 two to three. 4.30 A.M. — anchored at Sandy
 Point 6.30 P.M.

11 Friday. 11.00 A.M. I haven't had a week of sleep — 2
 hours and probably more. I have
 157 I have just finished a book
 against Dr. Phillips' Big Game
 numerous relatives. along side at Victor's Point 3.00 P.M.

July 1 Sunday. Stood a watch and
 a run over to Riverview Park.

2 Monday. Signed on at Bureau
 office and registered at City Hall.

3 Tuesday. Sailed 4 A.M. for Norfolk.
 anchored in Hampton Roads off Old
 Point Comfort. The "Albatross" former
 by "Meraden" is here waiting for company.
 Also 4th. sch. "Holland" largest 4th.
 sch. afloat and many other boats.

Wed 4 The Delaware Southern Hudson quit
 when we dropped. (10.45 A.M.) 2.00 P.M. I
 arrived and Essex & I went uptown. No
 parade or anything.

Thursday.

July 5. Started Loading.

6 Finished loading, blew water up.
 sailed on 11 m. dropped Pilot at Cape
 Henry 4 P.m. 5 P.m. passed N.B. Light
 (Charger) and later reached Newryann
 dock "Cambridge" bound S. E. under
 full sail. Passed the Franklin
 at entrance Hampton Roads and saw
 Fat Mr. Kane on deck.

7 Sat. Rain.

8 Sunday. more rain.

9 Monday. Buying supplies in our room to
 fill 2 bags. Sleeping in the fore hatch.

10 Tue. Boat out to room.

11 Wed. Moved in again. Passed a
 Swedish schooner about 3 miles away this
 afternoon. They signalled us to stop for
 assistance of the weather but the old
 man refused to stop. He thinks it was
 a German raider in disguise, and
 blowing stiff South into the bay.

12 Thursday. Heavy wind and sea.

13 Friday. all under forward.

July 14 Saturday 6 A.M. the boat and two sailors opened the after peak tank and went down inside. They were overcome by gas, and the mate & Captain were called and worked like devils to get the men out before they suffocated. I went down twice on a line and was hauled out both times but got one sailor on the 2nd trip, as we had a wind sail rigged there. The foreman came to and crawled up the ladder himself.

I passed a line round the foreman and was hauled up cold. The mate had a wind sail rigged there so the foreman never went down and got the other sailors.

15 Sunday. Breezing paper in air lots of spray in fore and aft.

16 Monday. Plenty rain squalls and breeze holding strong E by S.

17 Tues. weather fine. wind much less than before. 6-10 weather thick and black with rain squalls and wind blowing in gusts.

18 Wed. no change in weather.

19 Thurs. Trade stiffening up some.

20 Fri. crossed the line about 6 P.M.

21 Sat. falling morning. sawing out the boats and steamed the hog this A.M.

July 22 Sunday. The Porto Rico men boy and the
 Portuguese stevedores had a strap. 6 P.M.
 came on thick and squally. I could hear
 on my two mill sails.

23 Mon. Breeze north by west, steamer
 about 2.30 a.m. and Bismarck at
 10 P.M. and Capt^l Augustine left at
 12 P.M.

24 Tues. Breeze squally all day.

25 Wed. Breeze dying out.

26 Thurs. Passed northward steamer
 inshore of. is.

27 Friday. Breeze calm. 6 P.M. got Cape
 Frio Cabern. 9.30 Negra Point.
 12 P.M. Sugar Loaf on all hands, alone
 aboard. Cold as a winter beach.

30 21 Sat. till 10 P.M. wind, and entered the
 harbor about 7.30 A.M. and anchored
 the Californian was out the U.S.
 collier Janney and a supply ship.
 the weather still very cold. Threw up
 anchor 10 P.M. and got fast along
 side 2 P.M. at Amaguan 12.15

Sun 29 Monday.

30 30 6 P.M. shifted from 12 to 2.

July 31

August

1881

Thurs. 2

Fri. 3 Left the dock 4.30 P.M. and anchored in the stream at 8.30. commenced loading megarass at once.

Sat. 4 Oregona came in the A.M. and anchored near us. Also the Pacific's brother ship 4.30 P.M.

Sun. 5 Fine weather

Mon. 6 About 11 A.M. had a cargo of goods from the port and four yachtsmen arrived in by Bagat boy and anchored off the Royal station. more arrived at noon.

Tues. 7 A S. Navy launch brought 700 bags of mail for us to Aug 5. In P.M.

Wed. 8 Sailed for home at 1.45 P.M. The crewships fired salute with the good old flag as we started Aug. 11.30 P.M. passed Cape Horn. Still weather too stormy to get ship. Found a stormy in barrels before sailing.

Thurs. 9 Taking spray over boat deck.

Fri. 10 smooth & fine weather

Sat. 11 Windy & rolling like a barrel.

Sun. 12 Passed a 2000 ton ship back on our weather side and a 4000 ton passenger ship also southward to leeward.

Aug.

- Mon. 13 Land alarm (port) all afternoon.
Cape St. Augustine I guess.
passed Cape Pernambuco 1.30 P.M.
- Tues. 14 Passed Cape St. Roque at 6 a.m.
Rain squalls all morning. 12-6 clear
and fine. changed course N. 34 W.
- Wed. 15 Fine weather. started painting the
bridges. crossed the Line at 11 P.M.
- Thurs. 16 crossing the stream at mouth
of Amazon river up. no snow but
water is 50% fresh.
- Fri. 17 Blue water again. fine weather
pouring rain in latter.
- Sat. 18 Is all blue water. dark green.
this is probably with a tinge of
Amazon.
- Sun. 19 Rain all day. Saw a whale.
- Mon. 20 rain. strong northeast trade. wind
on starboard quarter will sea on.
- Tues. 21 weather cleared up a little. all
fine and clear now.
passed Fort Point light at 9 a.m. saw
a couple houses and dropped the
hook at Georgetown 6.30 a.m.
Sailed for Baltimore 2.45 P.M.

Aug 21

Wind. Lighted land on port beam, one of the windward islands.

22 Thu. Fine weather but no breeze and some hot.

23 Fri. Still hot.

Sat. Hotter than before. No breeze, about 110 in the sun, and still no breeze. Finished painting the bridge.

24 Sunday. Fine weather and a little breeze coming upon port and starboard.

25 Passed a tank bound south.

26 Dec. 1254 P.M. Passed a large steamer 7-12. B. in at 10 A.M. got Pilot (13) and passed Cape Henry light at 12 30

27 W. 1. at night 8. 10 P.M. I was out talking to the mate of the Norwegian bark Daguerf and he waits me for the royal yard. I may take him up. 6. 8. P.M. I told the Daguerf (British) again talking to the crew.

Sept 2

mon.
mon.

Labour Day
Sailed from Baltimore 5 A.M. arrived in N. R. waiting for mail. about 3 P.M. all anchored in Hampton Roads 8 P.M.

Tues 3

Have up, steamed to Norfolk and embarked off coal docks, 10 A.M.

Tues. 13 stuck in the mud, ft. (and the ship is light)
 I took a cast of the lead at 1 P.M. and got 5
 fathoms. ten minutes later the mate took
 a heave and got 11 inches, so we've been
 sounding and hisping ahead all afternoon
 and are now waiting for a tug and the tide
 to get alongside. This means half an
 hour's delay, what to do and a six-
 hour watch and day. Damn the luck.
 P.S. we are going to move. Hooray!
 now for some sleep. Buenos Noche.

Wed. 14 Got alongside 1.30 P.M. went ashore
 this afternoon and bought a lot of junk.

Thurs. 15 Signed on 10 A.M. for Rio.

Fri. 16 Sailed 6.30 A.M. dropped the pilot
 at Montevideo Roads 10.15. Passed
 a full rigger here for pilot and
 later a full rigger and a bark, both
 close hauled on starboard tack.

The third mate tried out his new electric
 coffee percolator tonight. Some coffee, tasted
 much like bilgewater. Engine stop-
 ped from 8.30 to 9.00 p.m. I hoisted
 the two red lanterns on the jumbo stay
 and burnt my blooming fingers.

Sat. 17 Indians are washing down. we are sure
 need it bad. wind has blown
 around S/SW and spray is flying
 high.

Sun. 18 Rained all morning, but cleared up
 this afternoon.

Sept

Mon. 9 Fine most of the time, with a few rain squalls thrown in for luck.

Tues 10 Finest day so far. The disk engine fixed the fan in the mess room so all well.

Wed 11 Sea was settling in and all right so far.

Thurs 12 8 P.M. when I relieved the wheel had a sudden shudder parted at the base of the steering engine and left the ship without way till 10:30 P.M. all hands turned to and rigged a new chain. The St. Vincent half broken by a log and then came by Chipping and then broke and landed him on the rocks running off.

Fri 13 Started to overhaul the hand gear. It is blowing like hell and a heavy sea running, the old tin roofing is all over, 2 ft of water on the deck all the time, and I see by the clock that this is the Hurricane Season for the West Indies. Otherwise everything is lovely, I've been soaked to the skin all day.

Sat 14 12-4 P.M. blowing a hurricane in a regular West Indian Squall (with a capital S) merrings and pipe sails on cabin deck gone.

Have to 5:30 A.M.

betting. Pipe guards smashed, our room full of the stop butts, everything a drift and crash.

Looked low at 4:30 A.M. and all the way generally. Both the main and fore decks out of sight, waves under bows & all. Looked through boots full of dry clothes for change and no place to sleep except on deck.

Oh Kiffle

Sat. 15th with snow at the end (about 7 P.M.) the old
 cat caught a fish. It was a large fish like
 a plover and when it fell exhausted on deck she
 grabbed it and legged it up on the bridge. I
 made a jump and grabbed her by the neck
 and took it away from her. The bird
 was not hurt and I soon took it forward.
 P.S. Bird was almost in mountain off.

Sun. 16

fine day. Wind dead but heavy with rain.
 passed a few more back northward

Mon. 17 Fine breeze from S.E. fine weather

Tue. 18 Raining to last 5 a.m. 5 P.M. came
 on a blow and we took in awnings on top
 bridge and fore-aft.

Wed. 19 cleared up from 10-4. 10-11 P.M.
 wind shifted from S.E. to E and blew right
 out straight and rained heavily. The
 water looks dirty green, like the Amazon on
 stream but we are 5 or 6 miles off shore so
 it must be something else.

Thu. 20 cat lay stone. her head on a davit.
 I threw another bird around the ship
 again.

Fri. 21 the bird is on the fore hatch crabbing
 the cat's chair. looks fat & healthy (I
 see the cat noticed it too) - we are on
 the S.E. trade strong this P.M.

X
 S.E.

Crossed the line 10. P.M.

Sept. 22

Sat.

rooting into it like a tunnel for a
corn crib. 7-5 sea getting heavier.

Sun. 23

changed the course to S. 52 W.

Mon. 24

Passed Pernambuco at noon. Saw a whale
and several Portuguese gunboats a shoal of
porpoises and a fleet of cottoners.
also a bark sailing into Pernambuco.
Finest kind of weather. Course S. 37 W.

Tues. 25

Passed another whale & a man o' war.

Wed. 26

Saw a full rigger on port bow, bound north,
in the afternoon watch. rained only the
12-4 watch.

Thurs. 27

12-4 a.m. Steamer's light on port bow
6-12 P.M. wind up and sea calm
up steering north

Fri. 28

Passed Cape Frio. Heavy thick. 9.40
Day is outside Luzon Sound 7.45

Sat. 29

Left in to anchor at 7.30 a.m. J. B. M.
Anchored in to another anchorage. weather
threatening all day coming tonight.

Sun. 30

Full day. no cargo worked today

Mon. 1

October first. started cargo 7 a.m. rain

Tues. 2

Californian, loaded at noon. no rain

Wed. 3

two gangs working on. no work in Cal.

Thurs. 4

Mailed ship to another anchorage 10 miles
from north. rain

October.

Fri. 5 Raining and warm. The Stephen R. joined a crowd along with us, she came in yesterday, also two schooners (Marian) and a Laidport & Holt ship.

Sat. 6 Rain.

Sun. 7 the sun is out. I went ashore and up mt. Concord again. 3rd m. worked down shore and then went out rowing.

Mon. 8 I started loading.
2nd mate & Sparks went sailing.

Tues. 9 Fine day. I am lusted. Can't go ashore. Went sailing with Sparks and the second mate. Sparks caught 3 crabs on the lee side, with the sail full so I quit.

Wed. 10 Another fine day, guess the rainy season is about over.

Thurs. 11 Day hot & fine by land weather. One of the homies got crushed in a light to the. The nonsensical dropped a tub of ore on him & he was killed. 4:30 P.M. we hoisted ship to the deep anchorage.

Fri. 12 The four cruises were firing salutes to the fort and Spig. Breckinridge to this noon. Some kind of a Bago Holladay place. At sunset an Australian full-rigger sailed in and anchored near us.

Sat. 13 Spanish motor ship coming in by the
 forts. (8:15 A.M.). We took aboard
 four cutter loads of mail from the four
 American cruisers now anchored in the
 bay. P.S. Spanish motor ship is "Californica".

Sun. 14 2 P.M. While the bombmen were emptying a
 bucket of ore into mine, Latch the starboard boom
 snapped at the crossbeam and the end tilted
 up, carrying the bucket aloft, and the upper
 end shot up, pitched up by the end of the fall
 around the starboard dolly on the deck.
 Nobody was hurt.

Mon. 15 7:45 A.M. up hook & away. In case
 lay to inside for about 30 minutes waiting
 for the signals to pass the forts, and I
 poked our nose into a fog as thick as a
 Dutchman's skull. (P. Home and I went)
 5:30 P.M. Cape Horn 4 points on port bow.

Tue. 16 Heavy rain. Iron matters.

Wed. 17 Cleared up some. 12-4 3 cruisers on port bow
 signalled with searchlight 3 A.M. nationality
 unknown. Old man moved but gave no reply.

Thu. 18 The cruisers are Brazilians. They are on our
 lee bow now. Still permitting.

Fri. 19 Dawn & away. 6 P.M. the crescent moon was
 lying on her back, with the shadow on the earth
 below, and then on the top edge of the shadow.
 at 7 P.M. the shadow appeared behind the moon
 and at 8:15 appeared below the crescent.



- Oct. 20. Sat. Land above all afternoon. Remained
at 6 P.M. passed 2 steamers and saw a
school of bonito.
- Sun. 21 Fine & dandy. Changed course & continued
and dimmed all morning lights. Wind aft.
- Mon. 22 Wind aft. & fair sea running. saw a school
of porpoise playing tag with the ship and
jumping up in the air & bounding sideways. I
never saw one before.
- Tue. 23 crossed the Line 10:30 P.M.
- Wed. 24 We are losing the S.E. trade today
12-4 P.M. wind about North now. Guess we
will be in the doldrums soon.
- Thurs. 25 Saw a school of bonito.
- 26 Worked rolling in the S.E. trade. Rolling
15 to 20 degrees by the clinometer.
- Fri. 27 Fine day. passed Cayman Cay ship.
- Sun. 28 Immigated and killed 95 million bedbugs.
- mon. 29 washed out & painted the room.

Arrived Bridgetown, Barbados at 1:30 P.M.
one 400. schooner and a large full rigged
sloop bark. and three Blue nose fishermen in
the Island trade. 6:30 P.M. the block ship
at the main market port and the block
were large and hit the drum of the mill
just raised the rigger round the pulley.

up anchor and away 10.45 P.M. passed a couple

Sabre Island sloops running out to Bethlehem.

Wed. 30 Heard that Ann-Karsie has sold out to Bethlehem & Tel outfit. And
 saw a small 6-12 sail sloop, and the
 old gal selling some hard-shipping white water.

Thurs 1 This is first November. Picking up

Fri 2 12-4 a.m. the old hooker is sure as
 hush, wide & fancy thin water, and
 water enough to float a dry-dock. 8-10 a.m.
 saw a small sloop, and a
 ship on a low ground. The water
 was dark. The colors were very fine.
 Been squalling this water and sailing

Sat 3 4-8 a.m. the old cat caught a bird in the
 budge and carried it into the a. water
 11 a.m. killed the first gull.
 3.30 P.M. saw a "large" water
 the port bow, about 10 miles away. (The
 was plenty near enough) wind light
 and sea good. Some small boats

Sun 4 12-4 a.m. Passed a big 5 masted schooner
 with all sail set, bound to the north.
 Caught up daylight, and saw a small
 8-12 wind dropped light and showed us, and
 a number of a sea running. 5 P.M. saw the
 hanger from a northern ship. Saw the coming on
 to the. (later 10-12) Having like the
 kind of a sea on. Looking but not yet
 we did not again.

Still Sunday.

6-11 Deseafed sea surroundings looking all at
all water. cant sleep. I fell out before just
trying to eat in mess room. everything
under water. Am trying to sleep. Turn
ed in all standing. Am well.

Nov 12 Monday Larson & I went to Washington, D. C.

Nov 14 Hauled ship into dry dock.

Office
C. J. ...
...

R'S SONS

RANDOM

as soon as contents have been
noted and if possible.



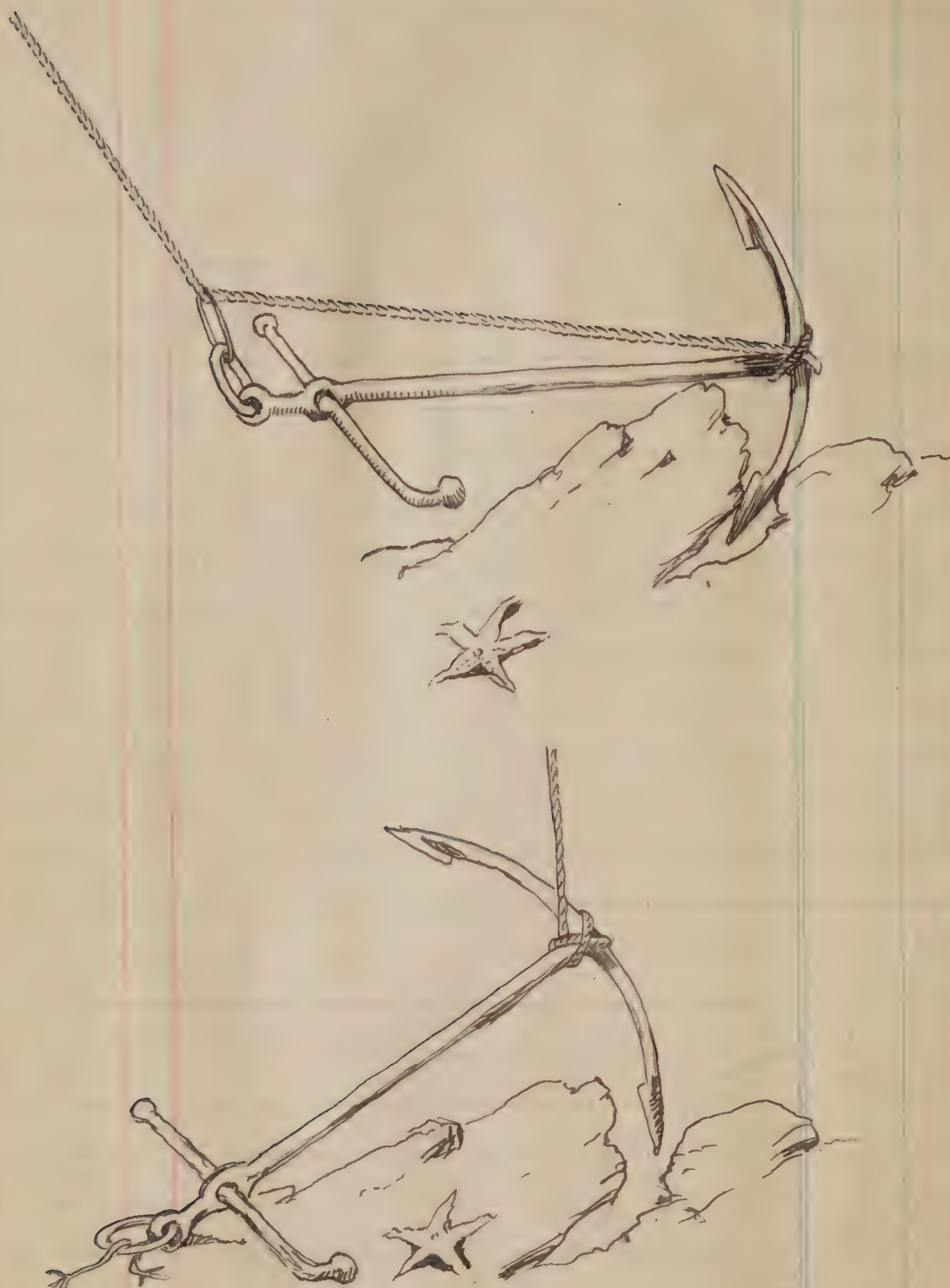
2 absp. 10. 171. 181.

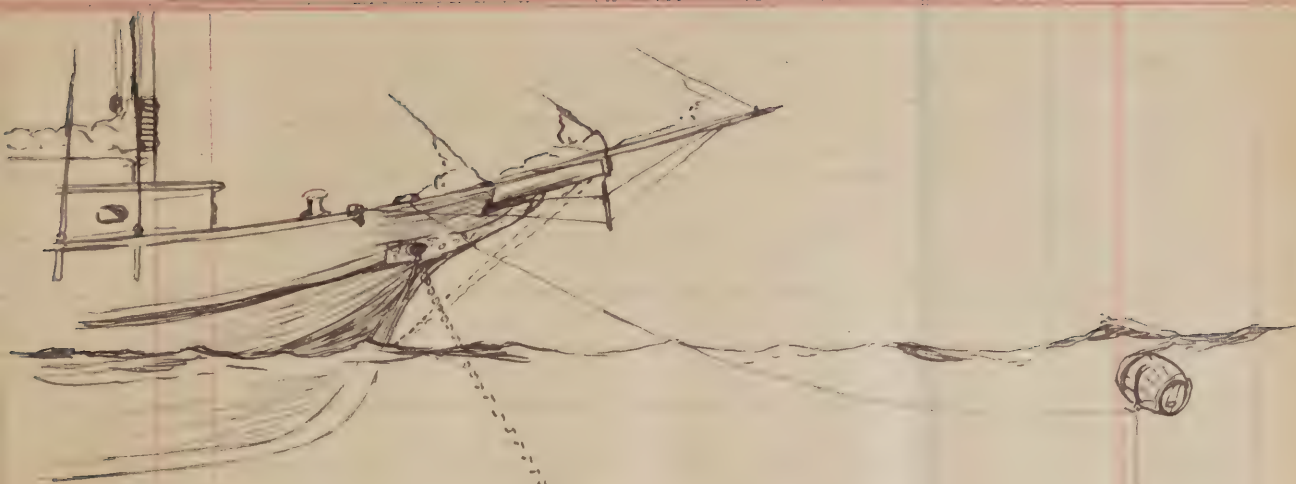
181. 181. 181.



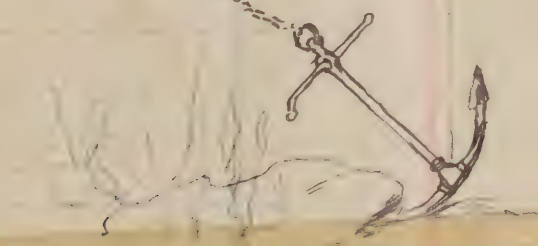
四

Scowing an anchor to prevent fouling.





Buoys a tripping line.



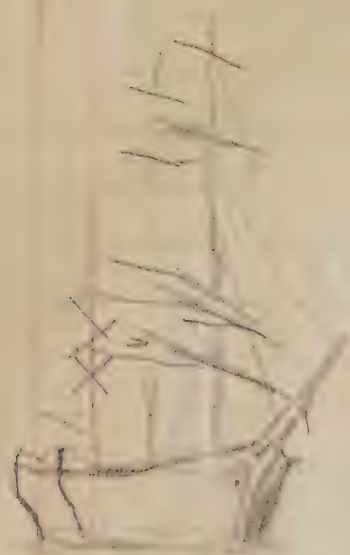
Some East India

31-0



1 col.



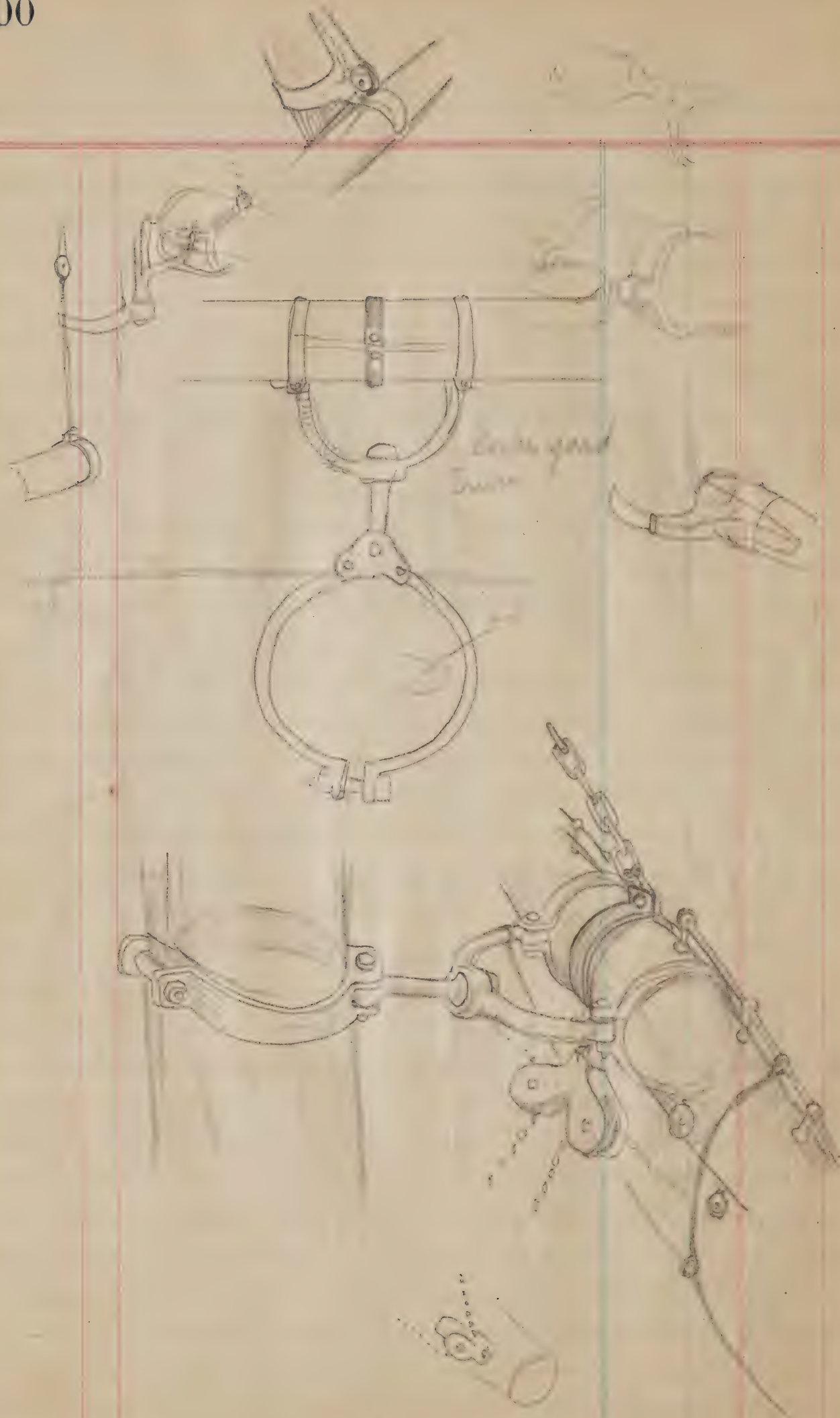


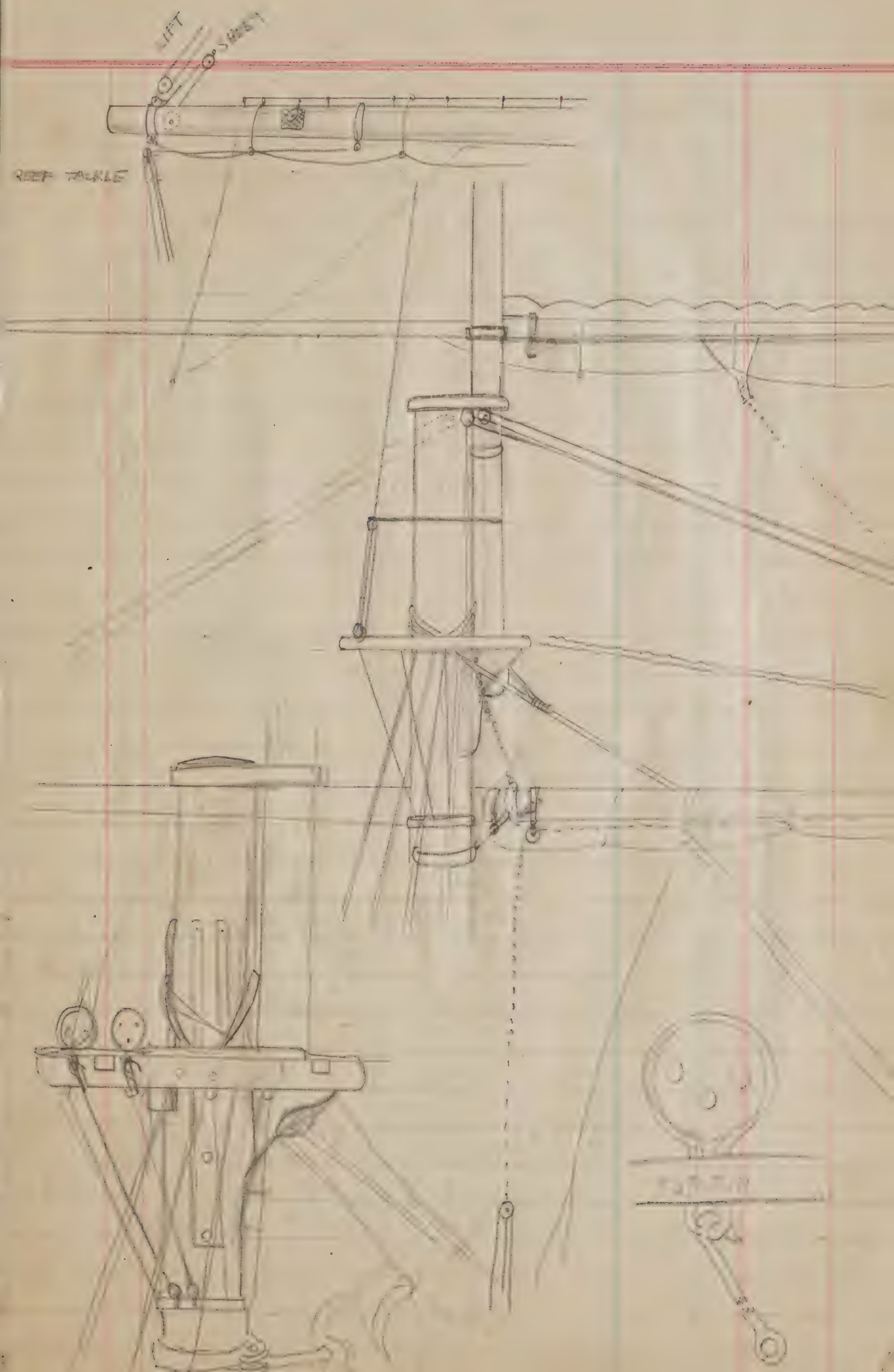
Small boat
Sail 2000



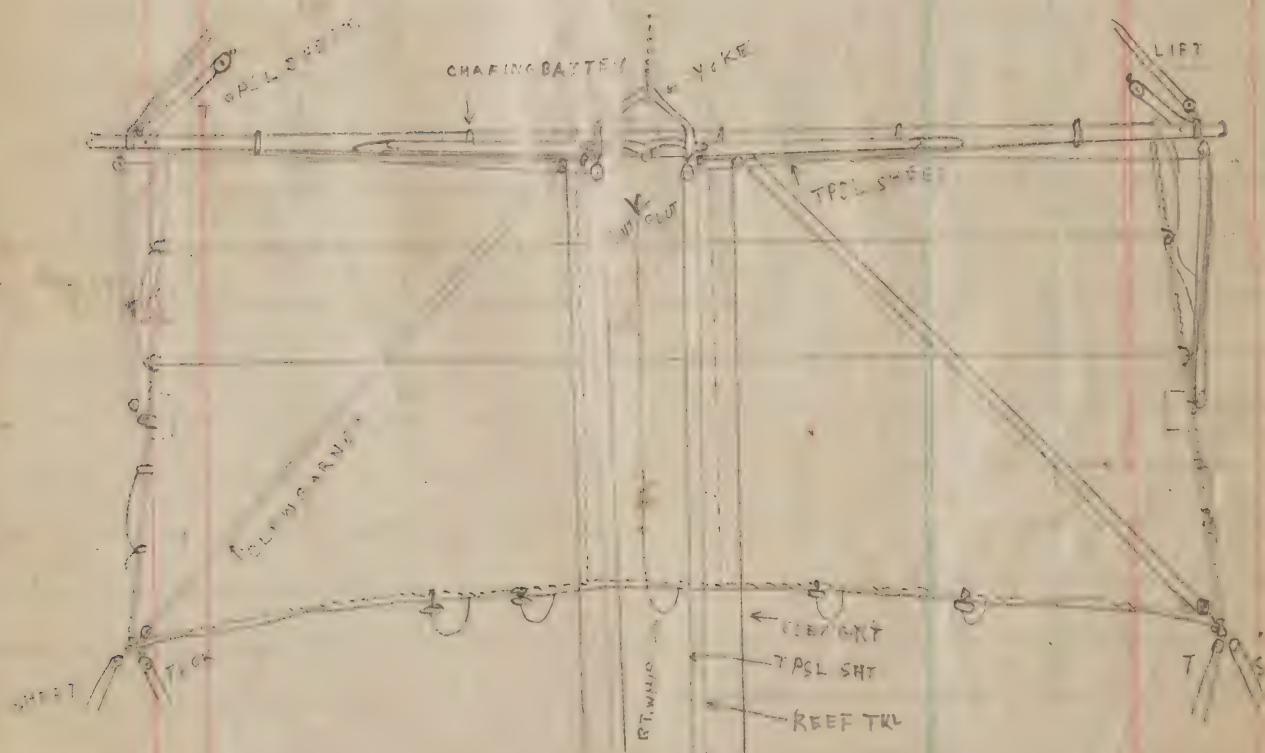
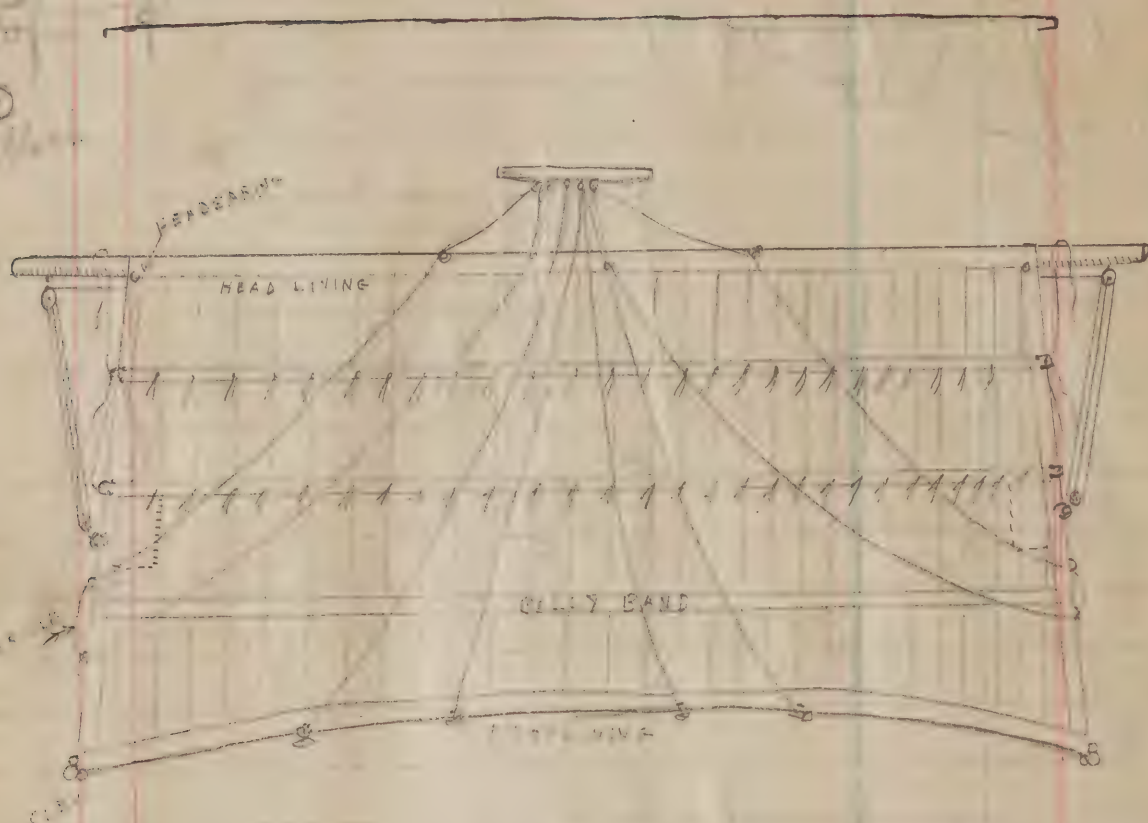
Boat, Oct 90, 1911



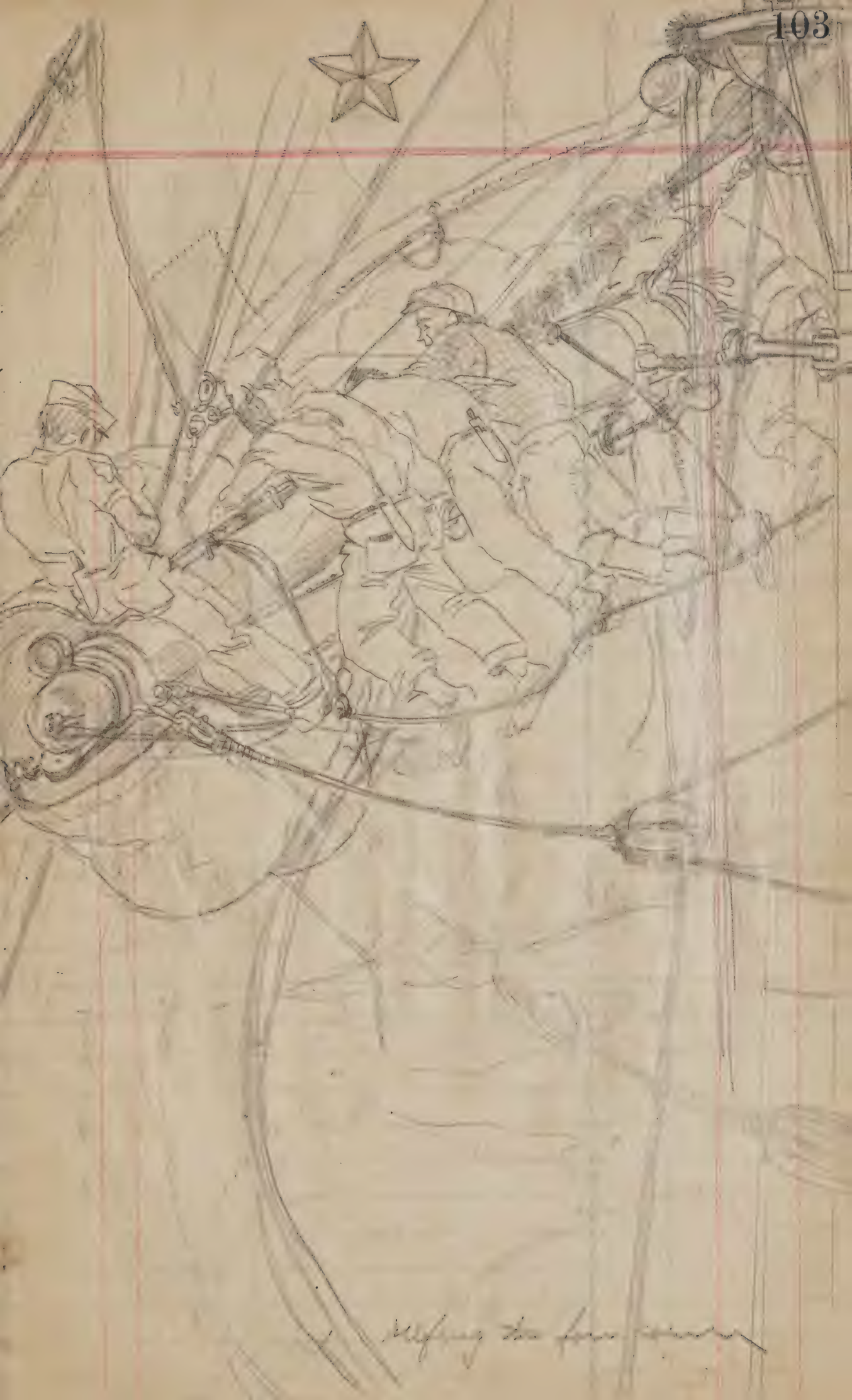




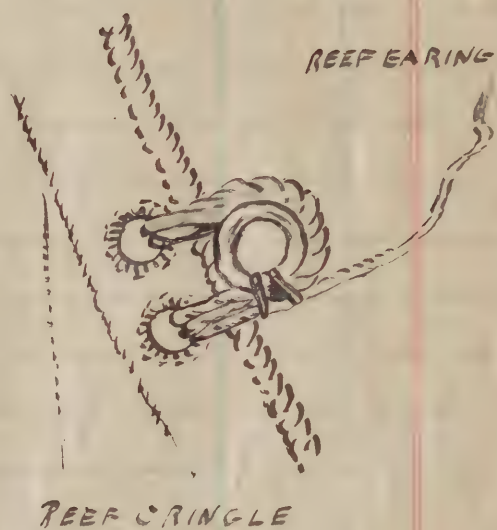
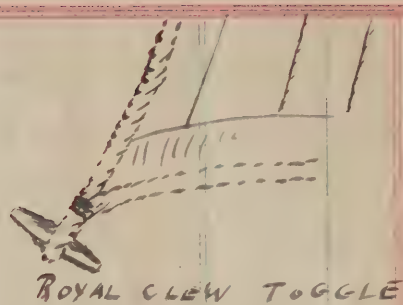
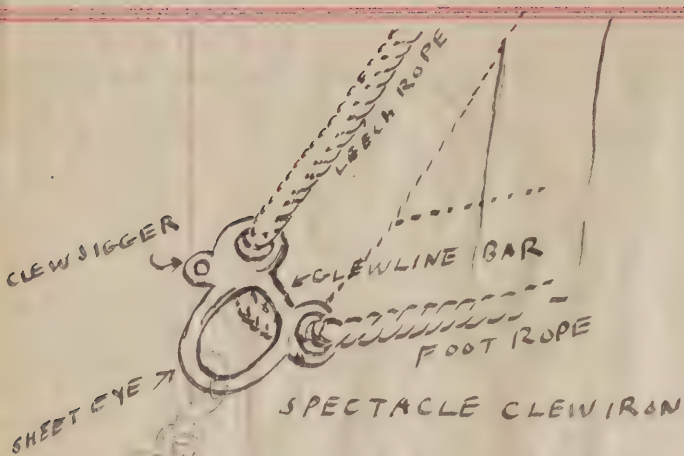
Square Sails. Courses.



after side of course



Helping the fire power



Grounding down around edge
under angles
Pressing edge out with screw



BULLHANGER

COAST TONE

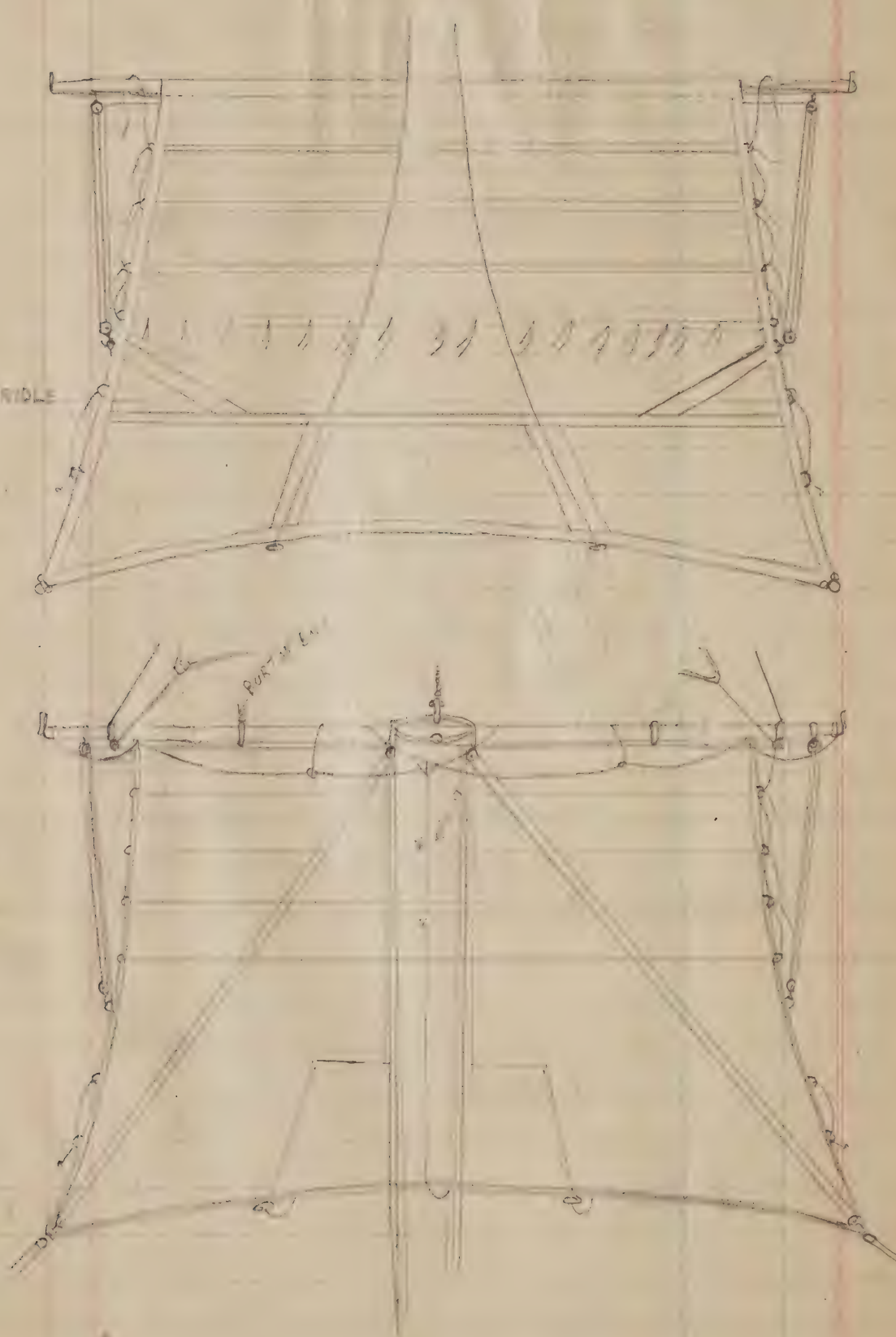
Close red
paved with red wax or tallow

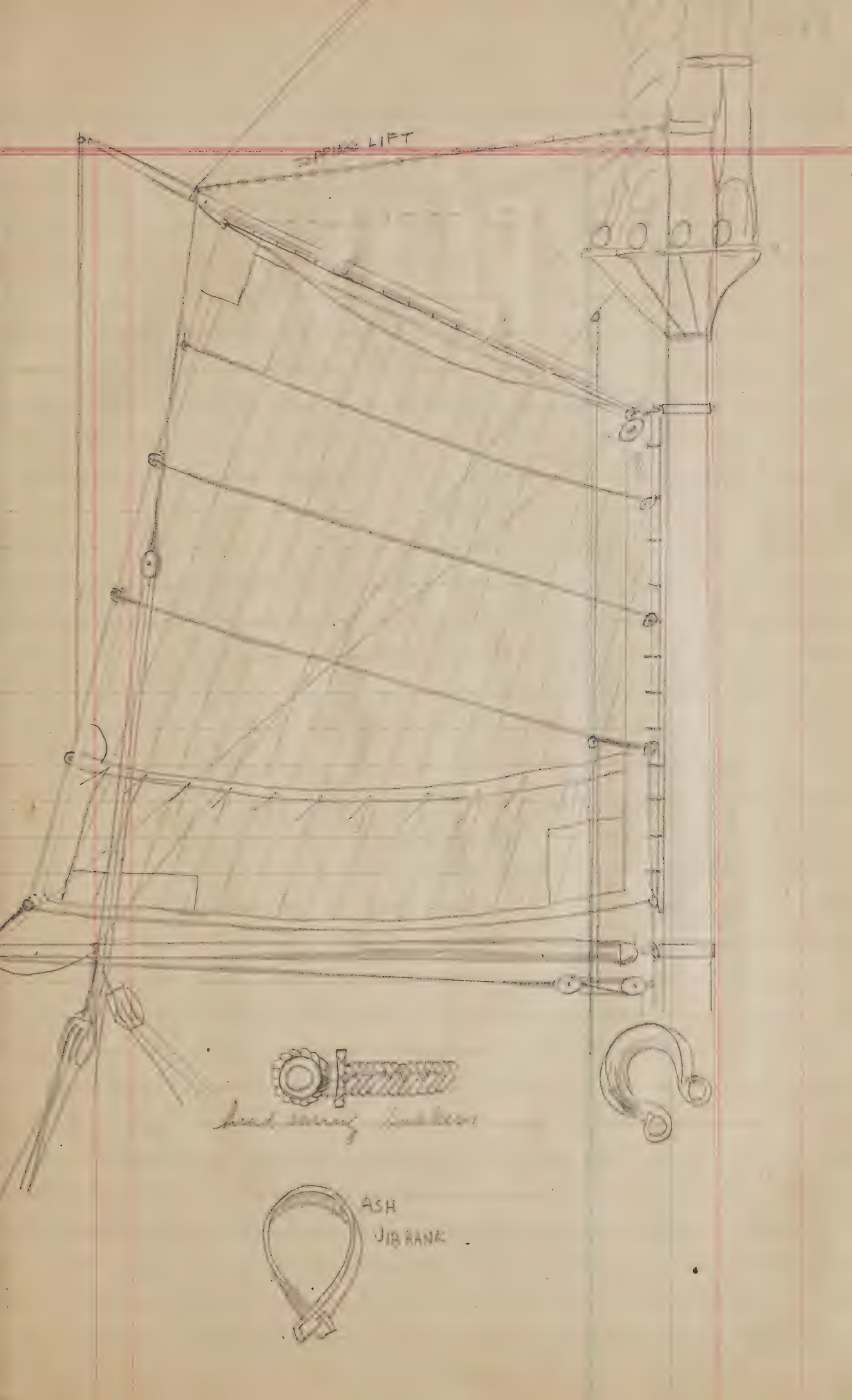


Single Top-sail.

3-LEADS BRIDLE

PORT & LEE



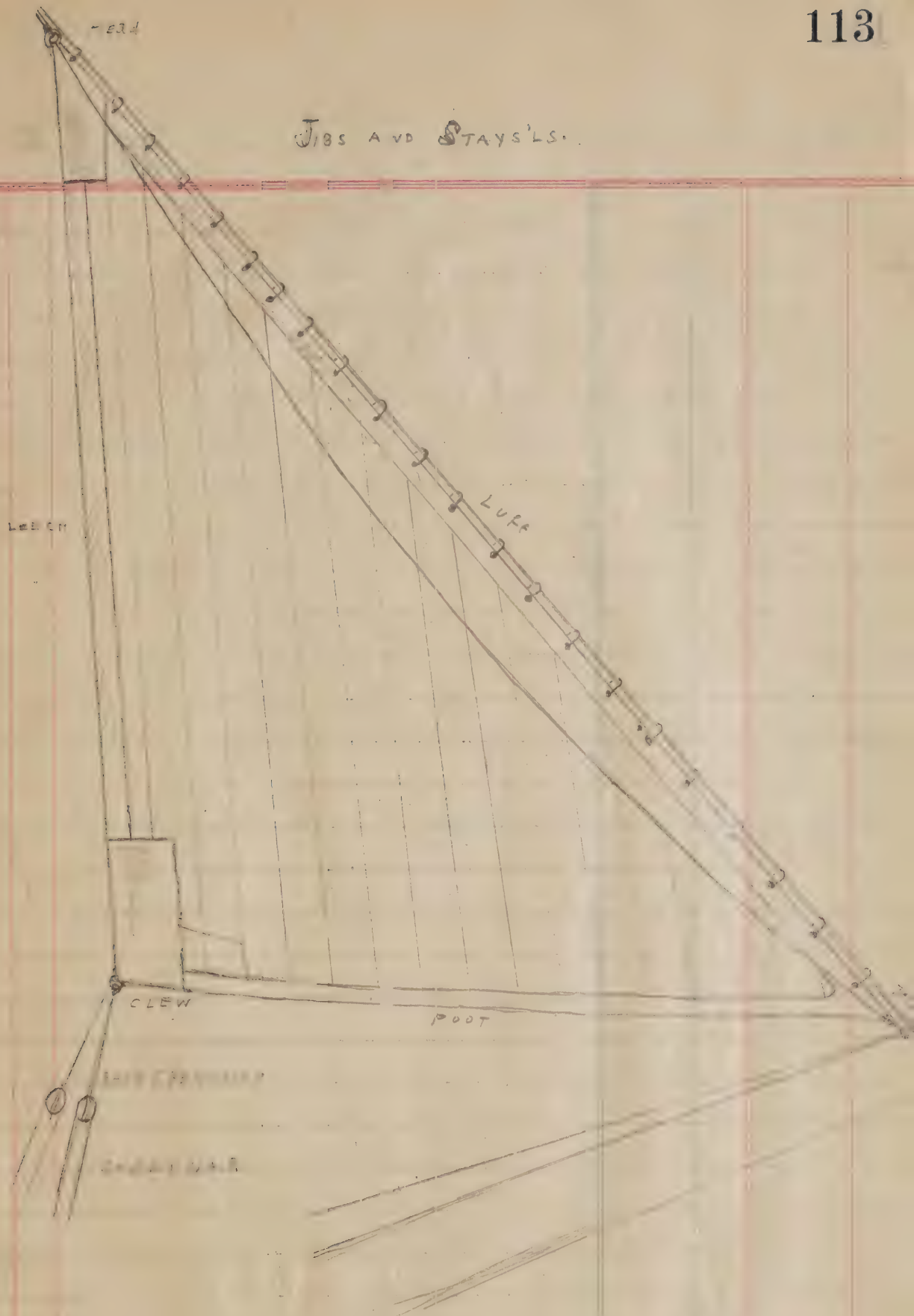


SIPHA LIFT

hook, spring, bush

ASH
JIB RAKE

TRIS AND STAYS'LS.



The Great Atlantic

Built by James M. May

Location	Depth	Length	Width
Royal	15	22	3
Shoal	11	19	Pole
Shoal	11	22	12
Shoal	22	67	10
Shoal	16	22	10
Shoal	10	19	10
Shoal	8	19	10
Shoal	26	113	10
Shoal	16	10	10
Shoal	22	10	10
Shoal	10	76	10
Shoal	15	62	10
Shoal	12	51	10
Shoal	9	41	10
Shoal	28	120	10
Shoal	24	82	10
Shoal	18	72	10
Shoal	15	62	10
Shoal	12	51	10
Shoal	9	41	10
Shoal	24	70	10
Shoal	17	70	10
Shoal	15	62	10
Shoal	12	51	10
Shoal	9	40	10
Shoal	6	29	10
Shoal	14	40	10
Shoal	14	34	10
Shoal	14	18 ft	10
Shoal	14	18 ft	10

For information regarding the ship's history, see the following pages.

Fig. 1. The ship's name, 1855.

She was built after the fire of Dec 26, 1853, by Capt. M. B. Palmer, at Greenport, L. I., by the firm of Smedley & Mott, and later sold to J. B. Low & Bro. The eagle head figured on the stern by a carved pillet and scroll. She made her first voyage Feb. 28, 1855, to Capt. Smedley, Sandy Hook & back in 13 days. Later she was chartered by France as troop ship, and carried 1600 Irish soldiers from Liverpool to Marseilles. During civil war she was used by the U. S. Govt. as a troop ship, and as transport in Putnam's expedition to the South. She was 335 ft. long, 53 ft. beam and 38 ft. depth. She had four decks, the upper deck being just under the covering boards, and had a single rail on turned oak stanchions. She had 15 H.P. engine on deck to hoist the masts and work the pumps, and was the first ship to carry an engine for that purpose. She was launched Feb. 28, 1855 at Boston. Later she was sold to the merchants trading to the South, and her name changed to *Shannon*, in 1869 and finally for *Lord of Bermuda* in the summer of 1872.



Swedish barkentine (German raider supposedly)
 signalling American to leave to and compass
 chronometers, July 11, 1917.





Red neck George Harrison





Sunday Apr. 10





Sketch
of ship



June 27 off Hatteras. 1917.

Blowing hard from N. N. W.
according to the 4 balloons



chromium-morse
sweet job?"

All Modern Conveniences

IN DAYS of old, when nights were
cold,
And mornings pretty snappy,
To start the fire, in scant attire,
Was always up to pappy.

In those old days we'd hug the blaze
While donning our red flannels.
[For further data, concentrate
Upon Gay Nineties annals.]

But nowadays, in silk p. j.'s,
We merely sit and shiver
While waiting for the janitor
To make the steam pipes quiver.

What if we do contract the flu
While in this chilled condition?
We have a phone, to call our own
Pet doctor—or mortician.
—Willis Cairnes.

The Proper Approach

KNUTE ROCKNE was watching
a game between his Notre Dame
team and another college, and observed

at
"t
yo.
anc

W
I wo
Ic
I'd g
To b.
'Two
"1

Were
How
I wo:
H:
For e
Can
I'd r.
Ar.

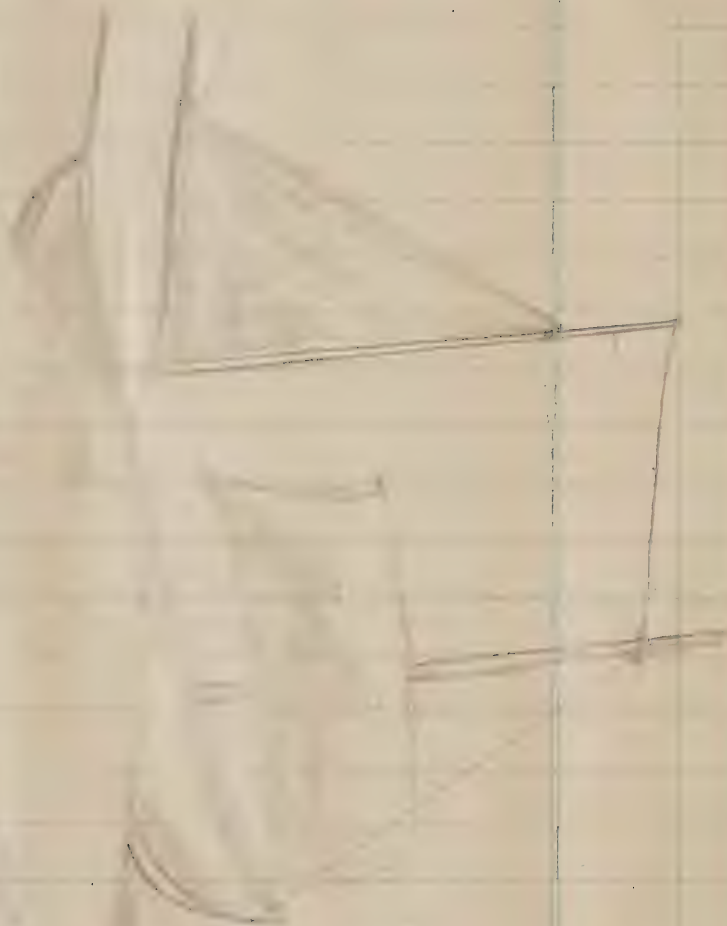
Chapman's Bay, June 27, 11





Sunday, July 15, 1877. South of Bennett Co.

Subsiding Point No. 1



Slop Chest, S/S Hawaiian.

1 white coat		\$ 5 00	
2 overalls		75	
1 box matches		20	
Aug 28	117		
debt		\$ 10 00	\$ 5 95
		\$ 5 00	

Lelemotu Ku-Ku

There is a land so far away
 It near no place at all.
 The nation would be short & stout
 If they weren't all thin and tall.
 The niggers are too weak to work
 All the things kinda strong.
 And always go clean shaven
 But they wear their whiskers long.

CHO.

On the island of Ku-Ku
 where the first big nut tree grew
 A King is ruler of the place
 Till some soon doesn't like his face
 There are no formal operations
 To reform him that he's there;
 They just knock his highness down
 On the island of Ku-Ku.

They only drink & water
 with some snake-juice on the side.
 There never was a corpse out there
 Until some body died.
 No man is executed -
 He's just taken out & hung.
 The only babies thereabouts
 were born when very young.

CHO.

On the island of Ku-Ku
 The niggers made some brew.
 They gave a jigger to the King
 & not one ever seen him since
 a little cat out there
 just took a drink or two

& went out & licked ten lions
on the Island of Ku Ku.

It's a land of peace & quiet there
Except all day & night
The coons go round armed to the teeth
for all they do is fight
There are no savage warriors
To give them pain & quakes, but the place is
full of lions, tigers, leopards, sharks & snakes.

In the Island of Ku Ku, there's a handsome
scrapper too. When an animal, who he fights
he gives the sharks the first two bits
He takes a keg of nails, in case he wants a boat
His name known to chase a cyclone
Off the Island of Ku Ku.

They love to see the moonshine
for it gives their eyes a feast
It rises over the baking, for it comes
up from the yeast.
The climate is too warm for clothes
The coons go round quite bold,
with nothing on but bearshins
to keep from catching cold.

On the Island of Ku Ku
any time the rent is due
The landlord comes upon the scene
They gently tap him on the head
and feed him to the sharks
In heaven how in the stars!
A landlord exists but 30 days
on the island of Ku Ku.

I stood one day by the busy bay
 watching the ships go by
 when an old tar said with a shake of his head
 "I wish I could tell a lie."

I've saw some sights as ud figger yer lights
 They figgered me now forsooth;
 But I ain't worth a darn at spinning a yarn
 As wanders away from the truth.

We were out in the back the Mawsey Starke
 Just a league and a le at sea
 when Cap'n Snook, with a worried look
 He comes and he says to me -

"Boss Smith, make haste forthwith,
 And humtiller the spanker sail;
 Accordion pleat the lee fore sheet
 For its gain to blow a gale."

I straightway did as the Cap'n bid;
 No sooner the job was done
 Than the north wind crack! took us dead aback
 An' murderin' lights! how she blew!

She blew the tars right off'n the spars
 And the spars clear off'n the masts;
 Anchors and coils an' kegs o' nails
 Went by on the wings of the blast.

One galley chock as she blowed the cook
 Rigged out o' the starboard gline.
 His pots and pans, & bottles and cans
 Went clattering after him.

It blowed the fire out o' the galley stove

She coal right out on the bin
 When she whistled apace past the Cap'n's face
 And blowed the hair off his chin!

O wizzle me dead! the Cap'n said
 It blowed the words out o' his mouth
 They're lost I fear if the wind don't see
 And blow awhile from the south.

We opened our eyes in wild surprise
 And never a word did we say.
 For in changing her tack the wind blowed back
 The things she had blowed away.

She blowed the tars back on the spars
 And the spars back on the masts.
 Back flew the anchors, sails and nails
 Which onto the ship struck fast.

And fore we could look she blowed the cook
 Right under the galley poop.
 And back came the kettles and pot and pans
 Without even spilling the soup.

She blowed the fire back into the stove
 Where it burned in its regular place.
 An' all of us cheered when she blew the brand
 Back onto the Cap'n's face.

"There more o' me tale" said the sailor hale
 As he figger yer lights, forsooth
 But I can't wuth a darn at spinning a yarn
 As wanders away from the truth!
 Y'so ho.

The weather leech of the topsel shivers
 The ho-line strains and lee shrouds slacken
 The braces are taut, the big boom quivers
 And the seas with the coming storm-clouds blacken

Open one point on the weather bow
 Is the lighthouse on Fire Island Head?
 There's a shade of doubt on the Captain's brow
 And the Pilot watches the heaving lead.

I stand at the wheel, and with eager eye
 To sea, and to sky and shore I gaze
 Till the muttered order of "full and by!"
 Is suddenly changed to "Full for stays!"

The ship heels lower before the breeze
 As her broadside fair to the blast she lays;
 And she sweeps up springs to the rising seas,
 As the pilot calls "Stand by for stays!"

It is silence all, as each in his place
 With gathered coil in his hardened hands
 By task and routine, by sheet and brace
 Waiting the watchword, impatient stands

And the light on Fire Island Head draws near
 As trumpet voiced the Pilot's shout
 From his post on the bowsprit heel heel I hear
 With the welcome call of "Ready! About!"

No time to spare; it is touch and go
 And the Captain growls "Daredevil - haul down!"
 As my weight on the whirling spokes I throw
 While heaven grows thick with storm clouds brown.

High o'er the bright heads flies the spray
 As we meet the shock of the plunging sea;
 And my shoulder stiff to the wheel I lay
 As I answer "Aye aye sir! Ho-a-a-rd to lee!"

with the swerving leap of a startled steed
 The ship flies fast in the eye of the wind,
 The dangerous shoals on the lee recede
 And the headland white is left behind.

The topsel flutters; the jibs collapse
 And helly and top at the groaning cleats;
 The shankers slats and the mainmast flaps
 And the order's thundered "Tacks and sheets!"

with the rattle of blocks and tramp of the crew
 Kisses the rain of the rushing squall
 The sails are aback from clew to clew
 And now is the time for "Mainel, haul!"

And the heavy yards, like a baby's toy
 By fifty strong arms are swiftly swung;
 She holds her way and I look swift for
 For the first while spray o'er the bulwarks flung.

"Let go and haul!" is the last command,
 And the headsails fill to the blast once more;
 Astern and to leeward lies the land
 With breakers white on the shingly shore.

What matter: the rain, or rain or squall?
 I steady the helm for the open sea,
 The first mate roars "Belay there, all!"
 And the shipper's breath once more comes free.

And so offshore let the good ship fly
 Little care I how the squalls may blow,
 In my fiddle bunk, in a jacket dry,
 Eight bells have gone; and my watch is below.

A Chink by the name of Sing Ling
 Fell off a trolley - ding! ding!
 The Con shook his head: the Motorman said
 "The car's lost a washer - ding! ding!"

A rolling stone gathers no moss;
 But it gains a good knowledge
 of the hill it rolls down.

Mary had a little lamb
 white with its little toe
 Did scratch it mostly, curly head
 Because it tickled so.

The wag of the sea-dog's tale.

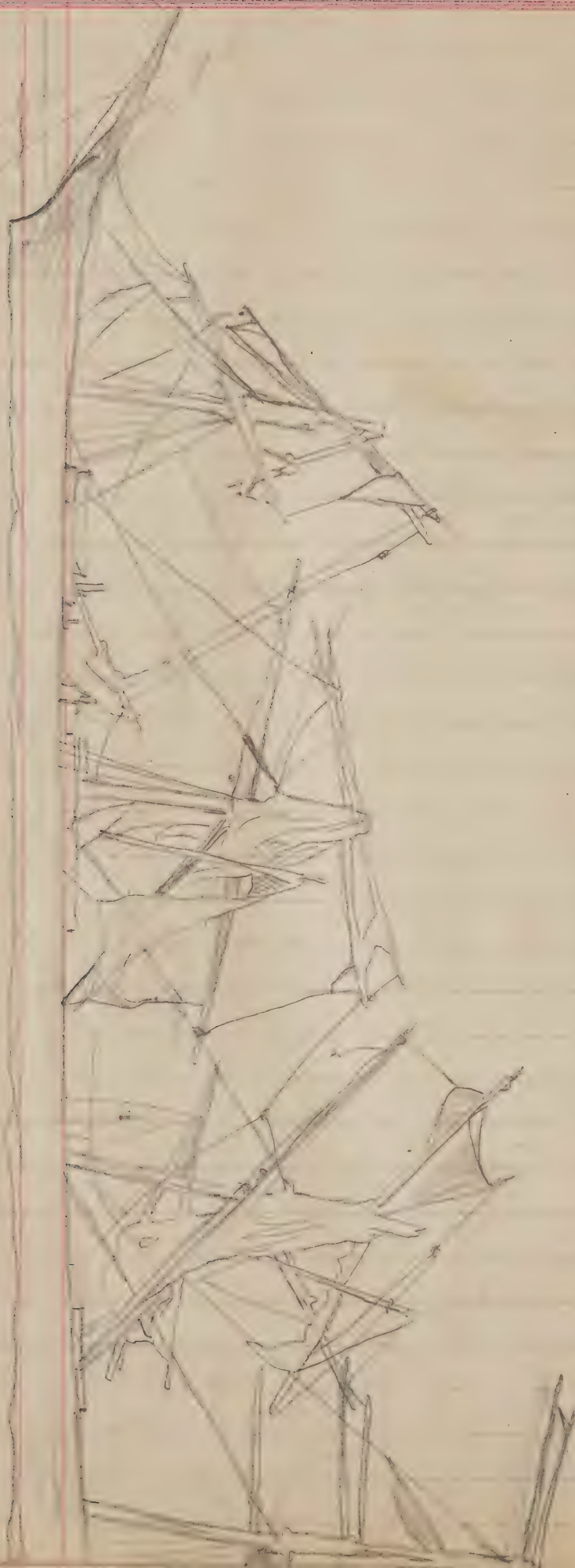
The old salt gave his party a hitch
 And said, as he drained his grog:
 "Tis the jolly tar makes the merest fitch
 And his back it comes from the log.
 The sea biscuit makes the good ship roll -
 And the hitch I take, of course
 As I tread the decks why bless you soul
 Is meant for the cock-salt horse

"Oh a sailor's life is a life serene
 In every port a lass
 And the captain keeps the ocean clean
 For he sweeps it with his glass.
 So here's a health in a glass o' grog
 Up ho! for the spreading sail!
 For I am both the old sea dog
 And the wag of the sea dog's tale.

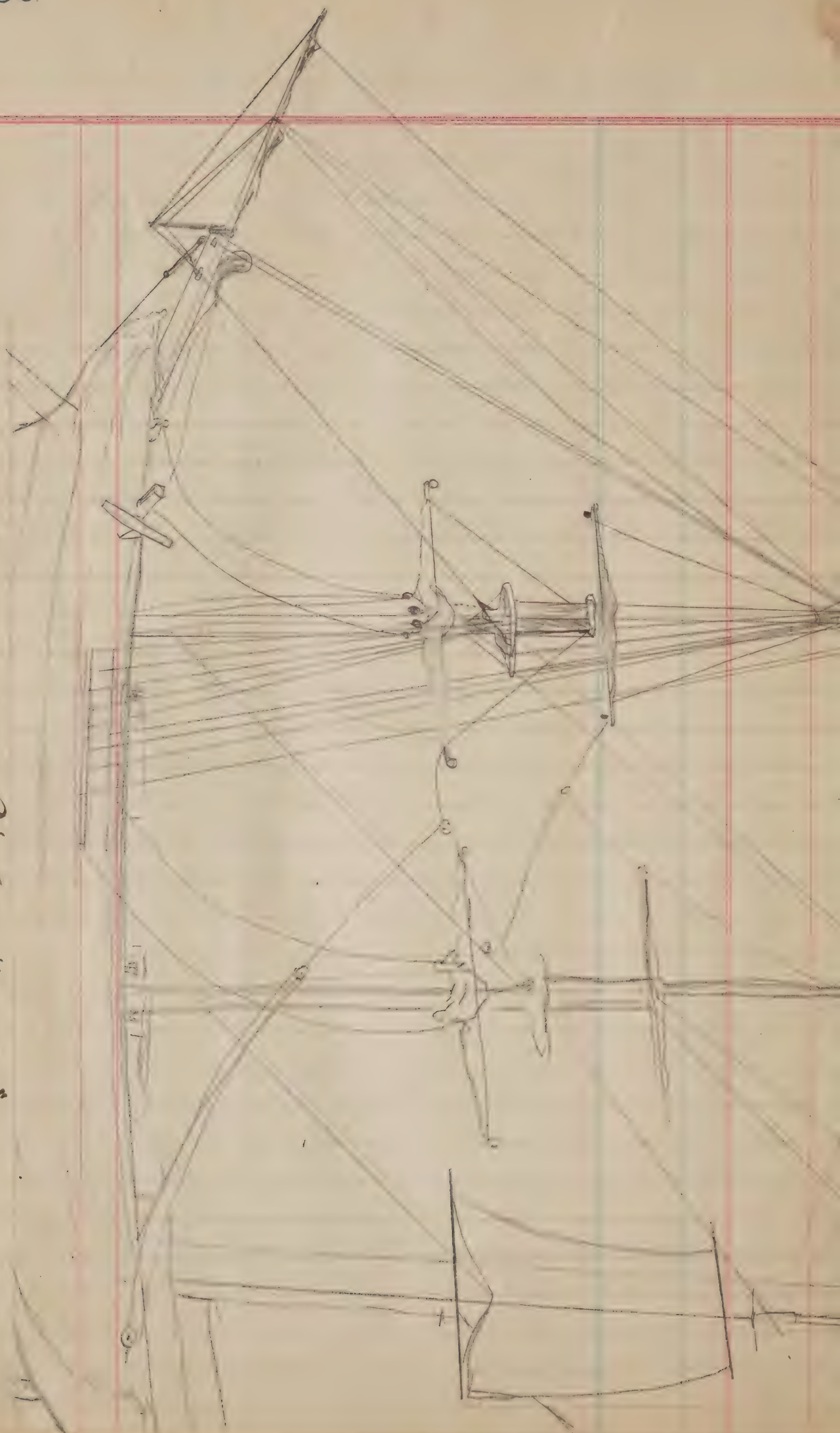
There was a young lady named Barker
 who slept while the ship lay at anchor
 She awoke in dismay
 When she heard the mate say
 now up with the top-sheet and up anchor!

Passenger: "But you have dog-watches on that craft?"
 Skipper: No! this is a cat-boat.

view of the "Pete Kiekens" on Fire Island.



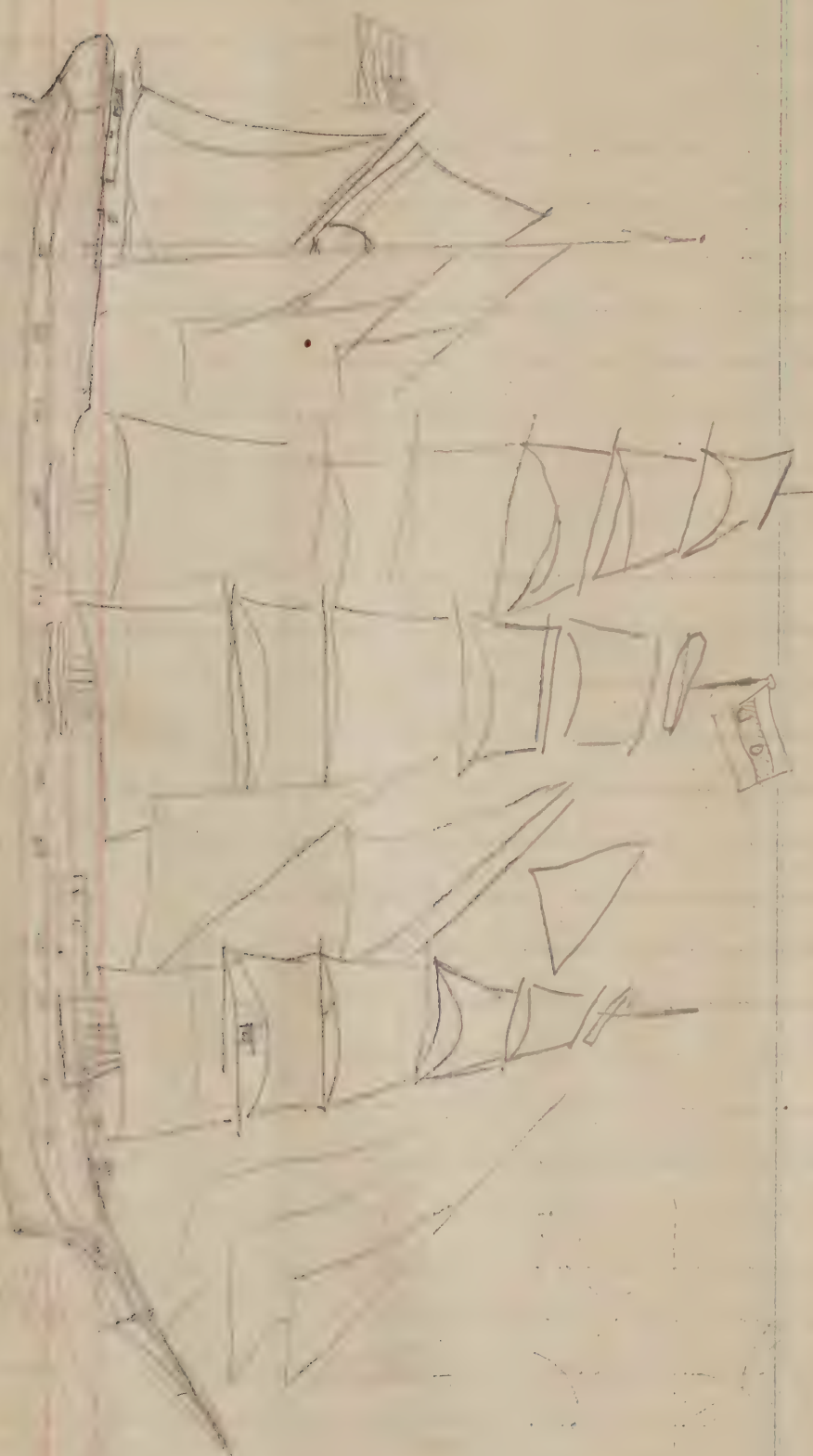
unveiled
 "Private"
 "America."





The four-masted barque "ARTHUR SEWALL"

for Seattle, Sept. 3, 1907 for Seattle was
 from Seattle, Sept. 3, 1907 for Seattle was



and no other ship in Seattle (Sept. 3, 1907)

Seattle, Sept. 3, 1907

BANDER HING



26-5

Black Plant

White Road

Blue

W.

B.

W.

B.

W.

Black Plant

(24)

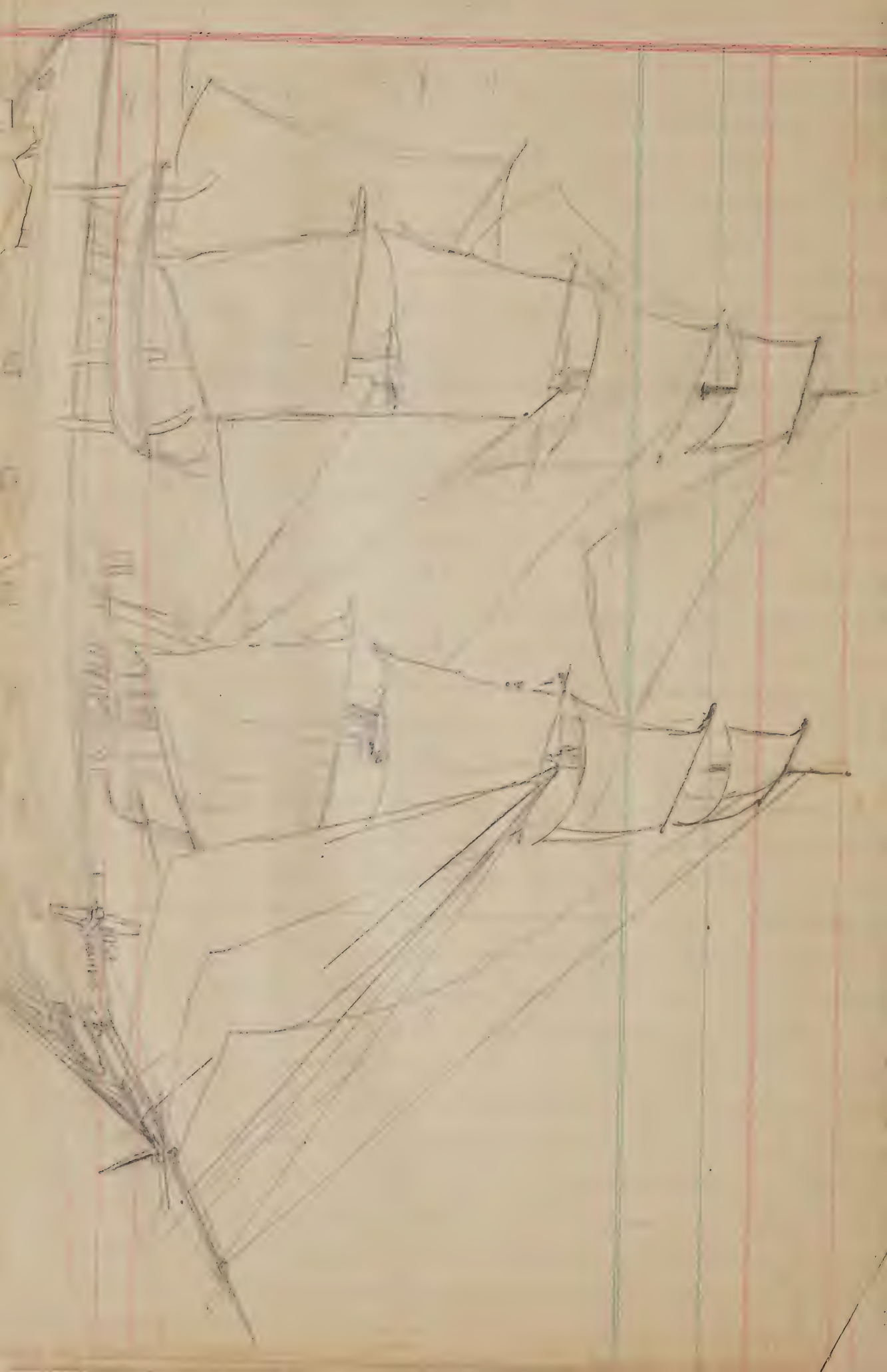


St. Kentonian, Dec, 14, 1910. South of the Lake.

See map of the south of the Lake.

2.6.





Survey of the ... 1916

North ... of ...

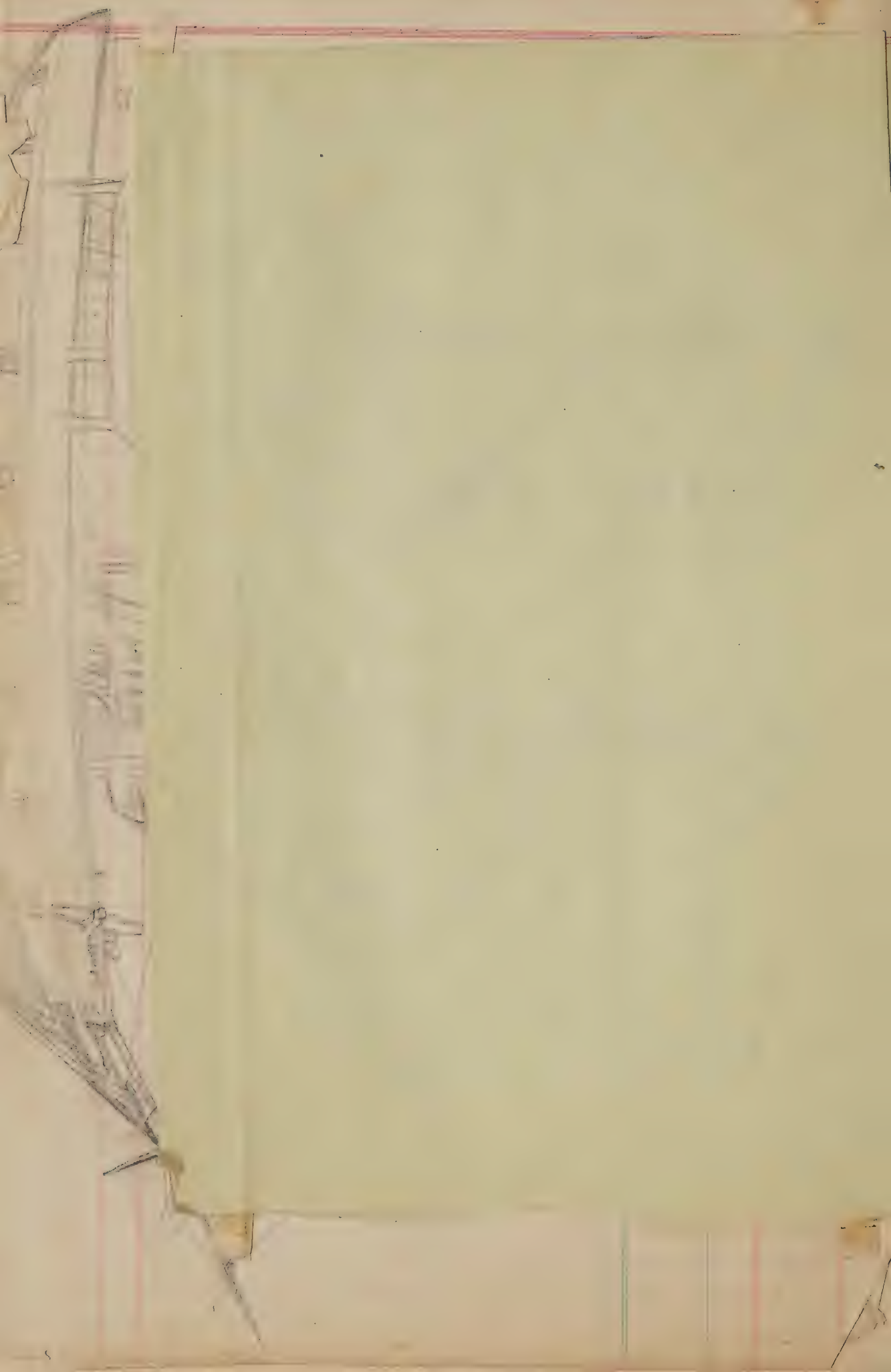
10 years old

according to Mr. O'Brien
and water

Flying ...

Area 163-







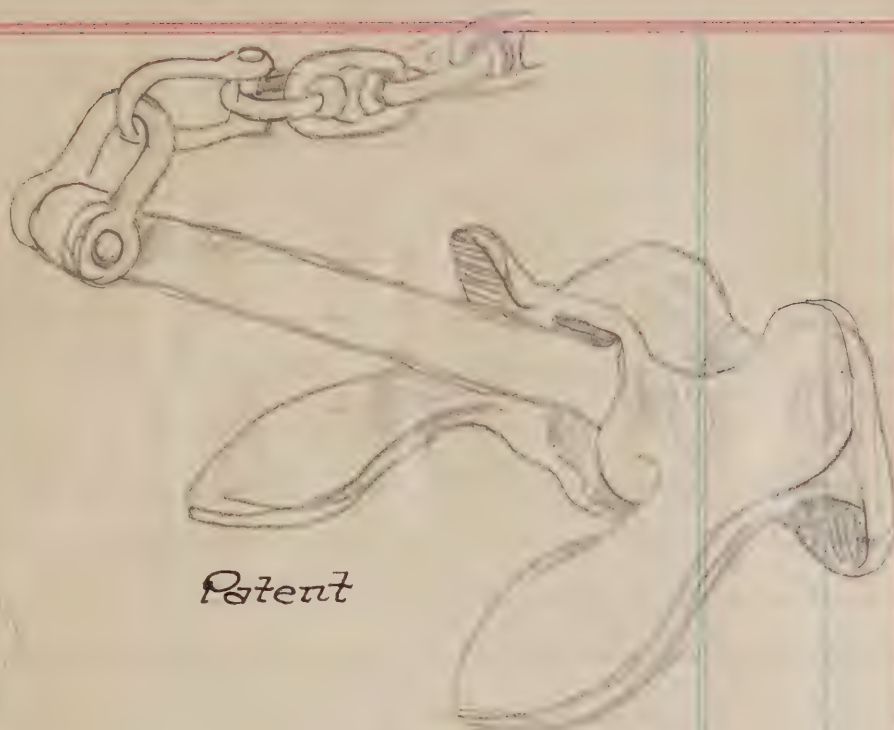
Cape Henry, May 1772





Anchor.

Patent



Patent

Old fashioned
iron stock



ANCHOR



Wooden stock.

Old fashioned iron stock.

John Brown and his family
from 1840









G. Gale.

Dec. 11, 1916 mounted on board

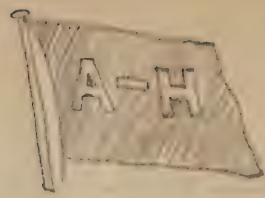
W. H. H. H.

57-0



"CALERA" ALASKA PACKING CO'S BARK.





LOBSCOUSE.

If you've lost your leaky sea boots, your ditty bag or pipe
your 'ousewife, soap or sily rag; what e'er the cook can swipe
your belt or pair of dirty socks, or dungarees of blue -
do not be downhearted - you'll get 'em in the stew!

If from the transport bus you miss a face you used to know
with stick-up nose and yellow teeth all smilin' on a row
'T is not gone for evermore, though seem' lost to view,
The late lamented army mate, - you'll meet 'im in the stew.

The day of the year, the wind blew
 He told it again, but he said he

The morning, the sun

But the road it was long

And the car took a dangerous turn

At last he succeeded, he found the

Now life is somewhat of a

There is a shock of it

And the car took a dangerous turn

And the car took a dangerous turn

A frigate was a ship designed for fast armed
~~ships~~ mounting from 20 to 50 guns.

A sloop of war mounted less than 20 guns.

A line of battle ship more than 50 guns.

The frigate was a favorite as she was faster
 and easier handled than a line of battle
 ship and more powerful than a sloop of war.

Distances in nautical miles on usual steamer
 tracks from Sandy Hook lightship: - Sable Island
 64 1/2. Nantucket (South Shoal) lightship 19 3
 Hatteras (Diamond Shoal) lightship 32 5 miles.

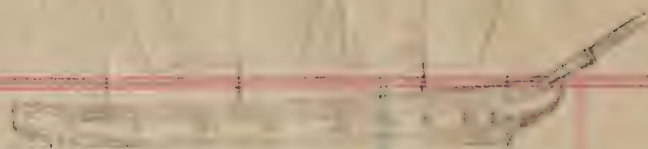
The four-masted steel German clipper ship

"Peter Pickmere," bound for Rangoon with a cargo of case oil, struck the bar off Jones' Beach near Gach's inlet, Long Island, in a thick fog on the evening of April 5. The crew of 40 men, helped by a meeting crew of 60 worked on her for a week were caught aboard of her on the gale of May 7. Signals of distress were displayed but the ship was delayed rescue until next day when life savers were able to reach the ship and all aboard were brought ashore in surf boats. Since on the 6th the beautiful sailing ship is now a total wreck.

Este boleto será
entregado al Ins-
pector cada vez
que sea exigido.
En su defecto, el
viaje se pagará
nuevamente.

Serie 6567

15172



length 135 beam 29 at keel draught 11 ft

THE NANTUCKET CAMELS.

WHEN the old town of Nantucket sent its whaling ships round the world, the harbor channel was deep enough to allow them to sail out into the ocean; but when they returned, loaded deep with their cargoes of oil and whalebone, the channel was often too shallow for them.

The channel was obstructed by a sand bar, and as that was before the days of jetties and steam dredges, the Nantucket mariners had to think of



some other way to get over the bar. Finally a veteran captain invented a lifting dock, built in two parts, each shaped like half the hull of a ship. The contrivance was operated by a steam engine, and each part could be moved to and fro independently of the other. The two hulls were not fastened together, and could be towed out to sea separately.

The "camels," as these curious constructions were called, were built of oak. One side of each hull was slightly concave in shape. Crude valves, or water gates, admitted the water to compartments in each hull so that the camels could be sunk until the locks were only three feet above the water.

The framework was covered with oak planks an inch in thickness, held by wooden pins that were driven into holes in the framework. Tar and oakum were forced into the crevices between the edges of the planking by iron wedges, which made the hulls water-tight. Each camel was of the same dimensions—one hundred and thirty-five feet over

all, and twenty-nine feet wide at the keel, and when the compartments were filled it drew nineteen feet of water.

Whenever an incoming whaler was sighted, a paddle wheel steamer towed the empty camels out across the bar. The whaler anchored against the tide current, so as to swing sidewise as little as possible. The water

gates were opened, and as the two hulls sank, one was moved to each side of the vessel. Heavy chains, worked by windlasses, stretched between them at bow and stern. The turn of the windlasses tightened the chains and literally clamped a hull to each side of the whaler. Their concave shape caused the lower sections to press closely against the ship's bottom.

The water was then forced out of the compartments by means of steam pumps, and the buoyancy of the camels gradually lifted the vessel until it could float through the channel entrance. The steamer then passed a cable to the bow of the whaler, and towed the vessel in its floating dry dock into harbor. When it reached the wharf the chains were released, enough water was admitted into the compartments to lower them below the ship's keel, and the camels were towed away.

The pictures show a model of this ingenious contrivance that is exhibited in the museum at Nantucket.

THE GREATEST FISH.—The largest living shark (*Rhinodon typicus*), more commonly known as the whale shark, is a near relative of the dogfish, and has none of the bloodthirsty attributes of a true man-eating shark. It is often forty, and sometimes sixty, feet long, and is probably the largest of all living fish, for the great basking shark, its nearest rival, is not known to exceed a length of thirty-six feet. Like the basking shark, it is a pelagic fish and roams the seas of nearly the whole world. It has even been caught as far north as St. John in New Brunswick. The specimen shown in the accompanying illustration was captured off Knights Key in Florida. The whale shark is a slow creature and does not frequent great depths. Its food consists of the



minute crustaceans and mollusks that live near the surface of the ocean. In spite of its huge size, the whale shark is incapable of swallowing a man. It differs from the true shark, which has enormous triangular teeth that cut like knives, in having very small teeth and wide gill openings with peculiar comb-like gills that, like the whalebone in whales, serve to retain its minute sea food. No one knows certainly how long these huge sharks live, but, judging from their slow growth, they probably live to a very old age. Their size probably increases slowly until the end of their lives.

THE "JOHNNY" PENGUIN.—In an article in the *American Museum Journal* on the penguins of South Georgia, an island in the South Atlantic Ocean, Mr. Robert C. Murphy describes the little Johnny penguins (*Pygoscelis papua*)—rolly-poly plebeian birds that reminded him of friendly small boys. They live in the same territory with their magnificent cousins, the king penguins—dignified, imposing birds, a yard high; but the two species have little in common. Mr. Murphy writes of the birds' two methods of locomotion as follows: In crossing the stony or hummocky beaches that separate the various arms of the bays, or that lead from the sea to the snow-water ponds in which the penguins delight to play, the Johnny follows regular, well-tramped avenues. When bent on a

© ROBERT CUSHMAN MURPHY



definite journey across the land, he trudges along very steadily and unconcernedly, and for the time being seems to take no notice of his fellows. When in great haste, he falls upon his belly and runs on "all fours." When thus "tobogganing," he can lead a man a very creditable chase. He assumes his most curious attitude, however, when he walks down an incline, such as a snow bank or a steep beach. Then he thrusts his

head so far forward that his straight neck and his spine form a right angle, and holds his wings stiffly back as far as possible. As a result, his round belly projects conspicuously as he proceeds with gingerly steps. His fat body seems to be built to stand hard knocks; often he not only tumbles over frequently wherever the walking is rough on shore, but he also suffers fearful batterings on the shingle when he comes out of the surf. At such times he is bowled over by four or five successive breakers before he can scramble out of the undertow. When wading into the water, the Johnny penguin invariably rounds his shoulders, bends down his head almost to his feet, and "scoops" beneath the surface as soon as there is depth enough to float him. Once under way, all his awkwardness disappears. He swims with well-nigh incredible speed. For the most part he remains under the surface, but at intervals he leaps out like a porpoise, when he gives an audible gasp for air, and is gone again in the twinkling of an eye.

AND THE WAR.—The great war will



177/178
177/178

Copyright, 1907, by George Newnes, Limited.

A WAVE-SWEPT DECK.

I SEND you a remarkable photograph of a huge wave coming over the deck of a steamboat on which my son is employed.—Mr. J. Evans, Ivydene, Canon Street, Shrewsbury.



*Sept 12, 1917 we
getting the same
hurricane season in*



"SOLIS"

MONTEVIDEO



21/10/17 1917

montivagus

"*Polina*" of New York

montivagus New York
Dec 9, 1916.

Dr. Baker

Nov. 14, 1917 2nd

note told me the

Polina was sunk in

the Pacific by a

German raider.

James H.

Lawrence.



Printed and
revised 1918

Completed 7, 1915. James H. Lawrence, New York, N.Y. 1916.

A Gorgeous bird is the Pelican
 His beak can hold more than his Bellican
 He can put in his beak, enough grub for a week
 But I'm damned if I see how the Pellican!



MISSING RHYMES—WITH REASON

By Ella Bentley Arthur

MISS PRUDENCE with the minister
 Went walking, when—oh, shocking!
 A snap . . . a pause . . . a scream from her
 Then down came Prudy's umbrella.

The minister was much distressed;
 He didn't have to sham it;
 And as she swooned upon his chest
 He plainly murmured, "Horrors!"

This tale no further rhyme affords,
 Which you'll agree is well, sir,
 Or editorial censor boards
 Would can it sure as fate, sir!



Fifteen men on a dead man's chest
 Yo ho ho, an a bottle o' rum
 Drink an the Devil has done for the rest
 The skipper lay with his nob in gore
 Where the scullions are his neck had shore
 An the scullion he was stabbed times four
 An there they lay, and the leaden skies
 Dropped ceaselessly in staring eyes
 From sunset until foul sunrise
 Yo ho ho an a bottle o' rum.

Sixteen men of 'em dead an gone
 Faith to be sure twas the Devil's spawn
 The mate was split by the bosin's pike
 And cook's throat showed signs belike
 It had been gripped by fingers ten
 An there they lay, all good dead men
 Like morning in a boozing den:-
 Yo, ho ho an a bottle o' rum.

Amen. Hallelujah.

The Anvil Song.

Let the hammer on anvil ring
 And the forge fire brightly shine
 Let your rage still
 While I work with a will
 At this peaceful trade of mine

Chang! Chang! Chang!
 Hurrah for the anvil, the forge and the sled
 For the hand that holds them

The Sailor's Curse.

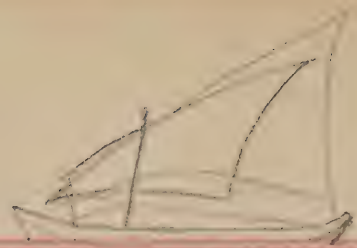
To be shanghai'd in a leaky, lousy, crooked-
steering old hooker, with rotten rigging, frayed
footropes; to strike light winds and variable, heavy
rains and drench, with only one stunsail boom,
big rams and small blocks, no tobacco; hungry,
sore, lazy, lousy, on a lee shore with a
contrary wind in the broad-bay.

A Nautical Hamlet.

Says the steward to the cook, says he
I'll tell ye wat it is -
This world is but a wale o' tears
An' if it waurnt for us
I'd jump off into the sea
and end the ugly biz.

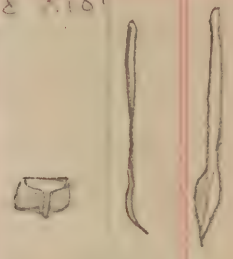
Says the cook "Before ye go" says he
Just calculate a leap!
Things might be worse where ye and ye
So think before ye leap.
I aint by this saying that
The ocean's mighty deep.

Says the steward "That's quite true" says he
When everything is said
my plans ud surely be upset
and knocked upon the head
If utter killin of meself
I'd find I waurnt dead.

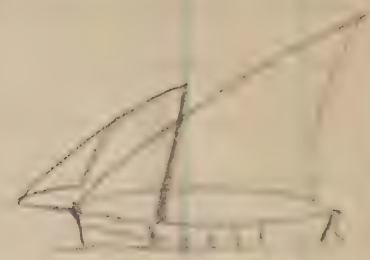


Cargil

34762 8 810



Argenti
the
Cargil
Bark

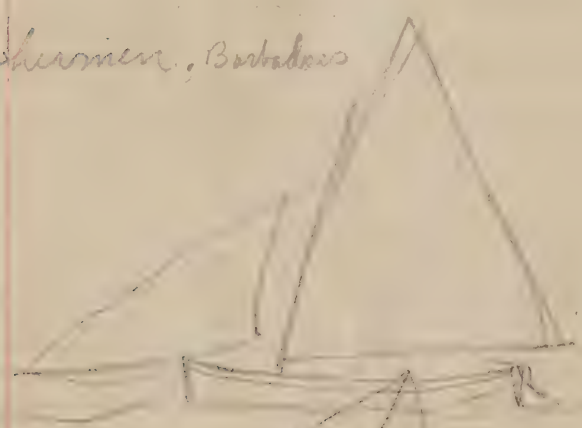


34762 8 810

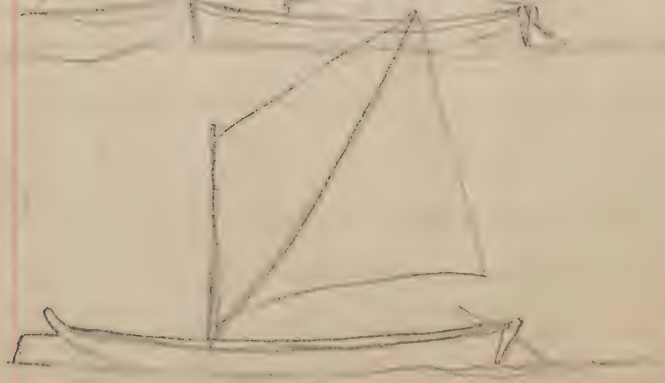
Argenti



Argenti Fishermen, Barbados



St. Lucia



St. Lucia



his ship, see songs and chants
by W.B. Whill, master mariner

James Brown & son,
the blacksmith, pres
52 Cornhill St. Colchester, Mass.
Demick Lewis (son of J. L. L.)

3/21
Sat 3/7



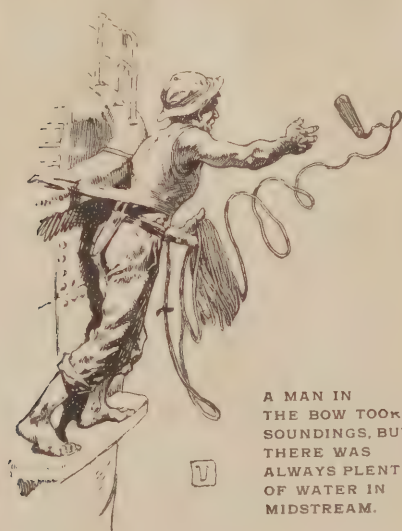
The hand lead.

Lead

10 in. long: ten lbs. wt. line measures 25 fathoms for use in 20 fathoms water or less. has 9 marks and 11 deeps, the deeps being the unmarked fathoms of the line.

At 2 fathoms from the lead:-	2 strips of leather
at 3 " " " "	3 " " "
5 " " " "	piece white bunting
7 " " " "	" red "
10 " " " "	leather with hole in.
13 " " " "	blue bunting
15 " " " "	white "
17 " " " "	red "
20 " " " "	strand with 2 knots.

1 knot, or nautical mile is $\frac{1}{60}$ of a degree of latitude, or 6080 ft.



A MAN IN THE BOW TOOK SOUNDINGS, BUT THERE WAS ALWAYS PLENTY OF WATER IN MIDSTREAM.

Borrowed magazine.
 Plata obligate.

Swezy - Montevideo
 Second cook - for haircut.
 Doc Tombstone
 Sam - B. Hill

1 - 22 1 - 22
 - 1 -
 ?
 2 - 22

Souvenirs to get for
 Lucie: pen, mirror, tin
 Jennie: " Inkwell
 Ma: " " mate bowl.
 Ella: Armadillo basket.
 Eva. Inkwell, Pen
 Pa. Crochets. - Eng.

Slop Chest.

Hawaiian

	\$	¢	\$	¢
1 can Prince Albert	1916	90		
2 blue shirts		1 00		
2 pkg. matches		16		
5 pair cotton gloves		50	(2 56)	
1 stick Star chewing		50	3 06	
1 can 4 bars		15	3 21	
			2 00	
			2 56	21

Slop Chest.

1916-17

Hawaiian

1 can Dares	1/2 lb.	45		
1 pair sea boots		5 50		
2 blue shirts		1 00		
1 chewing stick		10		
2 pkg. matches		16		
			7	21

Slop Chest.

and money drawer

1 1/2 lb. Prince Albert	1 20		
2 blue shirts	1 00		
1 pair slippers	1 00		
2 box matches	20		
1 lb. P. A.	20		
	3 15		
	3		
	23 40		

1 Sou'westie	50		
1 pair Halibut	2 50		
1 blue shirt	50		
2 pkg. matches	20		
1 can Tinned	70		

received 4/11/17 from 301 917.

Breaking in a new pipe.

First plug the stem. Next, boil a cup of water and half a cup of sugar to a syrup. Pour the syrup into the bowl and keep it there for 5 minutes, then empty the pipe and let the syrup harden for about half hour, then smoke it, but don't pack the tobacco too tight at first. Any good ready made syrup will do. This sweetens a new pipe fine.

Norwegian Record.

Norska Talsen

Swedish

Uttränge Inskan

Stockholm

121.27

19.50

101.77

Hampton Roads, Sept. 7, '11



Ett kärkommet besök.

Svenska skolfartyget G. D. Kennedy i New York.



5 **5**

31 31 32^o Colr st.

Capst. Geo. E. Tubbs 107 Grand Ave. Edgewood,
R. I.

Dan Dwyer Collins St.

Sam Stren Metacom Ave. R.F.D.

Mr. Geo. Luther Franklin St.

Charles Sherman #5 Cottage St.

Miss Marion Bleasr. Collins St.

200 Mar. ✓ Capt. Ed. Sherman - Bristol Ferry Light.

Bob Teller 635 Snodgrass Ave. Union College
S. I.

Mrs. P. B. Raymond, 1128 40th St. Bklyn
210 Greenwood Ave.

Miss Madeline Wilson 127 E. 3rd St. Brooklyn

Blvd. - 2nd Ave. St. Louis, Mo.
J. J. S. Co., Springfield, Mo.
Winter 1914

Bertina & nuts, 356-12 to 5.

Ralph Dearborn, Third Officer.

(S.S. - L. L. -) 1/2 American

Address: W. F. Hager & Co.

Set. 1916

4 Chestnut St., Bellingham, Pa.

also.

531-62nd St. Bellingham.

Jimmy Dunn - 6003-32nd Ave. Bellingham.

Eva Ryan - Bradford St.

Annie Phelps

Agnes M. Warren, R.I. P.O. Box 203.

Oskar Brehmer care of Mr. H. J.

1621 N 29th St. Philadelphia

Howard Chace

65 Center St.

Nantucket, Mass.

Eva, Edward, and Ella (Pamela) 10th St. Bridge
Point, L. I. N.Y.

Mrs. L. J. Bradley

466 Mississippi Ave.

New Haven, Conn.

Wm. Hauptli

1204 Taylor Ave.

Norfolk, Nebraska

Mrs. Lida Duvon 453-40th St.

" Florence Congrove 3015 St. Hamilton Mass.

May 27, 1916. S. S. Hawaiian.

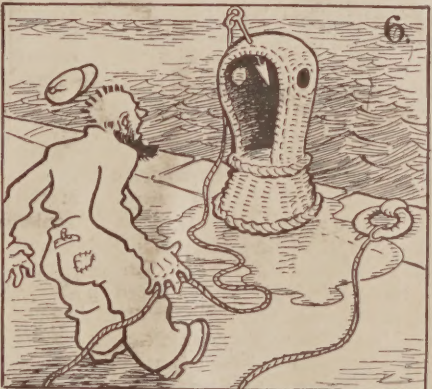
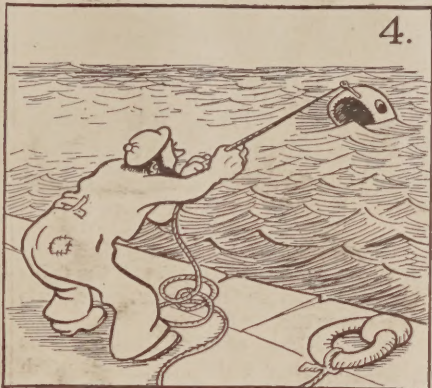
7. A.M. Found and spoke the fourmasted barge Manga Pava at sea, two days before sight-
ing Delaware Breakwater. We went out of
our course to speak her, as she was becalmed
with all sail set, and as we got within hail-
ing distance, the old man asked us what the
baseball score was. The Manga Pava was
81 days out of Frisco, for Baltimore.



Feb. 4. Found and
told me the Manga
Pava is lost.

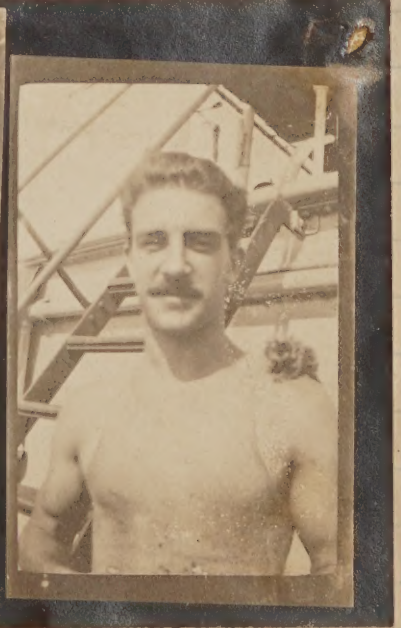


His march 17767-a
marlona naltz *B*



FISHERMAN'S LUCK.

Petersen in Meggendorfer Blätter.



1915	Sailor	Sailor.
Feb. 10 - Sept. 10	Californian - A. H. S.S. Co.	7 months
Nov. 15 - Jan. 1 '16	J. L. Luckentack S. & S. M. ^{signed off}	2 months
Mar. 31, '16 - June 19-16	Hawaiian - continued	2 months 18 d
June 19 - Sept. 8 - 1916	Hawaiian - L. M.	2 " 21 d
Sept. 8 - April 12, 1917	Hawaiian - L. M.	7 " 4 d
April 17 - June 29 '17	" - L. M.	2 " 5 d
June 29 - Aug. 27	"	2 " 00 d

Edward Larson and Jimmy Hudson, L. M. on S.S. Hawaiian, were in Columbian at the time she was torpedoed, she was not shelled.

AMERICAN-HAWAIIAN STEAMSHIP COLUMBIAN, SHELLED BY SUBMARINE, SENDS WIRELESS CALLS FOR AID

According to London Report, Vessel Flashed Appeal Across Ocean.—The Columbian Sailed Oct. 18 for New York and Oct. 21 from Boston for Genoa.—It is a Steel Passenger Boat of 8579 Tons.

